The Chicago Daily Tribune.

VOLUME XXXII. CHICAGO, MONDAY, JULY 23, 1877. PRICE FIVE CENTS.

TO RENT.

FOR RENT.

DESIRABLE OFFICES IN THE

TRIBUNE BUILDING

TO RENT.

Apply to WM. C. DOW,

Room 8 Tribune Building.

TO RENT.

Store 15 and 17 Randolph-st., being 40 feet front by 160 feet in depth to a 40-foot alley in the rear; there is also a 24-foot alley on the side. The building is excellently lighted, and every window is supplied with iron shutters. There are five stories and basement, the latter extending to centre of alley, front and rear. This store has lately been strengthened under the superintendence of skillful architects, so that it is now capable of sustaining any weight which the largest business may require. The whole building is in excellent condition and clean. This store was lately occupied by Reid, Murdoch & Fisher. WRIGHT & TYRRELL, 9 Tribune Building.

FINANCIAL.

SALE OF THE CAPITAL STOCK OF THE

National Life Insurance Co.

OF U. S. OF A.

By virtue of an order from the Circuit Court of Cook County, Ill., the undersigned, as Receiver of the Republic Life-Insurance Company of Chicago, Ill., offers for sale and hereby invites, for thirty days, proposals for the purchase in lots of any amount, of 10,000 shares of the capital stock of the National Life-Insurance Company of U. S. of A. (par value $100 per share), being the whole capital stock of said Company, now and for many years in successful operation, and one of the principal assets of the Republic Life-Insurance Company. All proposals to be in sealed envelopes marked "Proposals for Capital Stock," and addressed to the undersigned to be submitted by him unopened to the Court for its action at the end of the thirty days, or as soon thereafter as practicable. SAMUEL D. WARD, Receiver Rep. Life-Ins. Co., 157 LaSalle-st.
Chicago, Ill., July 21, 1877.

7 Per Cent.

$25,000 at 7, $8,000 to $16,000 at 8, $2,000 to $2,500 at 10 per cent. House and large Grounds at Highland Park to rent. W. H. MATTOCKS, Room 1, No. 40 Dearborn-st.

BANKING HOUSE of LAZARUS SILVERMAN

Chamber of Commerce, Chicago,

Has money to loan on Real Estate, Produce and Provision, City and County Orders, and Mercantile Paper, and is selling Exchange on all countries

GRATES AND MANTELS.

GRATES Plain, Gold and Nickel trimmed, and SLATE MANTELS. PROBASCO & RUMNEY 262 STATE-ST.

PROPOSALS.

Douglas Monument Commission.

Proposals are invited for the New England Granite work necessary to complete the Douglas Monument in Chicago, and for walls, sidewalk, and limestone or sandstone coping.

Also for Marble and Tile work in the Tomb Chamber, and work on Sarcophagus.

Full plans and specifications of the work can be seen at the office of Robert T. Lincoln, No. 31 Portland Block, Chicago.

The above work is described in three separate specifications and proposals are requested for the work in each specification separately, and also for all the work together. Specimens of the material proposed must accompany each bid.

Each bidder will name in his proposal the time within which he will complete the work proposed for by him, if his bid is accepted.

A satisfactory bond, with two sureties, in the sum of one-half the amount of each contract, will be required of the successful bidder to insure the completion of such contract. Names of proposed sureties should accompany bids.

No payments will be made on any contract until the full completion of the work named in it.

Proposals should be in sealed envelopes, marked "Proposals for Work on Douglas Monument," and addressed to Melville W. Fuller, Secretary of the Commission, No. 152 Dearborn-st., Chicago.

Proposals will be received until 10 o'clock in the morning of Saturday, July 28, 1877, and will be opened at a meeting of the Commission.

The right is reserved to accept or reject any bid, or to reject all bids, in the absolute discretion of the Commission.
ROBERT T. LINCOLN,
POTTER PALMER,
MELVILLE W. FULLER,
Chicago, July 18, 1877. Committee.

PROPOSALS FOR FURNISHING AND LAYING WATER PIPE IN LA CROSSE, WIS.

In pursuance of a resolution passed by the Common Council of the City of La Crosse, sealed proposals will be received at the office of the City Clerk of said city until 2 o'clock p. m., on the 1st day of August next, for furnishing and laying cast-iron water pipes in said City of La Crosse, as follows: On Third street, from a point opposite the centre of block (4) of Burns, Durand, Smith, and Rublee's Addition, to the centre line of Badger street, 983 feet of pipe six inches in diameter; from the centre line of Badger street to the centre line of State street, 1,098 feet, eight inches in diameter; from the centre line of State street to the centre line of Cass street, 1,925 feet, ten inches in diameter; from the centre line of Cass street to the centre line of Ferry street, 1,105 feet, eight inches in diameter, and from the centre line of Ferry street to the south line of Mississippi street, 1,131 feet, six inches in diameter. On Main street, from the east line of Front street to the centre line of Fifth street, 1,511 feet, ten inches in diameter; from the centre line of Fifth-st. to the centre line of Eighth-st., 1,217 feet, eight inches in diameter; and from the centre line of Eighth-st. to the east line of Eleventh-st., 1,167 feet, six inches in diameter, or more or less of the above-named sizes of pipe, to be laid as the Committee shall direct, together with not less than twenty hydrants, and the necessary four-inch pipes to connect them with the main, and the necessary crosses, reducers, hydrant "T's," and other specials as the undersigned shall direct.

The said pipe must be of standard weight, quality, texture, and density, so as to cut and drill well and have stood a test of 300 pounds per square inch, and must be laid seven feet deep into the ground from the top of the pipe. Proposals must state the price per ton for the pipe and attachments laid in the ground, and the price per piece of hydrants and valves set up, attached, and ready for use. They must also state whose manufacture of pipe or other materials it is proposed to furnish, and the weight per foot of each size of pipe to be used.

Said work must be commenced on or before the 15th day of August and completed to the satisfaction and acceptance of the undersigned Committee on or before the 15th day of September.

Proposals must be sealed, indorsed "Proposals for Water-Pipe," and addressed to or left with the City Clerk of the City of LaCrosse, on or before the date above mentioned. At the time and place so appointed, the undersigned will open all proposals and award the contract to the lowest responsible bidder, reserving the right, however, to reject any or all bids, if necessary for the interest of the city to do so.

LACROSSE, July 16, 1877.
GEORGE EDWARDS,
JOHN PAMPERIN,
P. S. ELWELL,
J. W. LOSEY,
GUSTAVUS VOIGHT,
JOHN RAU,
Committee.

OFFICE OF THE

Superintendent of Indian Affairs,

DAKOTA SUPERINTENDENCY,

YANKTON, Dak., July 9, 1877.

Proposals for the Erection of Buildings on the Missouri River for Spotted Tail, Red Cloud, and Fort Peck Agencies:

Proposals will be received at this office until July 27, inclusive, for constructing, near the junction of Whetstone Creek with the Missouri River, and near the junction of Yellow Medicine River with the Missouri River, and near the junction of Poplar River with the Missouri River, the following buildings and inclosures, to-wit: At each location above named, one agent's house, one warehouse, one stable with stable-yard, one receiving and weighing corral with cattle-scales and scale-house, one slaughter-house with corral attached. Whetstone Creek is about 121 miles above Yankton, Yellow Medicine River about 270 miles above Yankton, and Poplar River about 100 miles above the mouth of the Yellowstone River. All material, labor, and transportation to be furnished by the contractor. Buildings and inclosures to be constructed in the order prescribed by the Superintendent, and completed on or before the first day of October next. Each proposal must be in duplicate, must have a copy of this advertisement attached, and be accompanied by a guarantee signed by two good and sufficient sureties approved by a Judge or Clerk of the United States Court, guaranteeing that, in case a contract is awarded to the party making the proposal, said contract will be accepted and entered into, and good and sufficient bonds immediately furnished for the faithful performance of the contract, and in a sum double the amount bid.

Proposals for any one or all of the above named sets of buildings, complete, will be considered.

The plans, specifications, and drawings in accordance with which the work is to be done, may be seen in this office in Yankton, at the office of S. V. Shipman, Architect, Rooms 62 and 64 Custom-House Building, No. 161 LaSalle street, Chicago, and office of Griggs & Johnston, St. Paul, Minn.

Contracts will be subject to the approval of the Commissioner of Indian Affairs, Washington.

Bidders are invited to be present at the opening of the bids at 2 o'clock p.m., Wednesday, Aug. 1, prox.

The Government reserves the right to reject any or all bids.

Bids are to be distinctly marked on the envelopes, "Proposals to Erect Agency Buildings," and addressed to the undersigned.
J. H. HAMMOND,
Superintendent of Indian Affairs, Yankton, D. T.

CIVIL WAR.

The Horrid Social Convulsion of the Past Two Days.

Pittsburg, and the Terrible Scenes Within Her Limits.

The Strong and Mighty Arm of Authority Palsied for Hours.

Deliberate Destruction of Five Millions of Railroad Property.

The Awful Fury of the Mob Emptied upon the Young Militiamen.

Investment of Their Shelter and Horror of Their Situation.

The Improvised Fortress Beleagured with Tempests of Flame.

Forlorn Sally of the Hunted and Stricken Soldiers.

Their Forsaken Condition in a Cemetery Without Food.

A Committee of Citizens Assume the Reins of Government.

The Miles of Ruins Smoldering Innocuously at Dawn.

A Complete Narrative Unparalleled in American History.

Full Dispatches from Every Railroad Centre of Important News.

The Situation in Chicago Yesterday—Preparing to Meet Possible Trouble.

Meetings of Railroad Men and Workingmen—Visit to the Northwestern Shops.

PITTSBURG.

A CONCESSION.

THE FORT WAYNE GIVES IN.

Special Dispatch to The Tribune.

PITTSBURG, Pa., July 22—10 p. m.—The Fort Wayne Road has acceded to the demands of the strikers, who are now getting rolling-stock in shape for the resumption of business to-morrow. Officers of the Company and employes held several consultations to-day, at which a conciliatory spirit was manifested, the result being as above stated. This is fact, not rumor. It is reported that the Pennsylvania Road has also yielded, but verification is wanting.

AGREEMENT.

To the Western Associated Press.

PITTSBURG, Pa., July 22—10 p. m.—The Pittsburg, Fort Wayne & Chicago Company have notified their men that they have acceded to their demands, and will pay the wages allowed before the reduction of June 15. The men are now busily engaged in getting the road in running order. The Fort Wayne blockade being raised, it is likely the Cleveland & Pittsburg and the Erie & Pittsburg Roads will be able to run as usual.

THE SITUATION

on the other roads remains unchanged. The crowds about the burnt district and along the Pennsylvania Railroad are gradually growing less. Crowds of drunken men are to be seen on the streets on the way to their homes. The Vigilant Committee is hourly growing stronger, and it is thought the destruction of life and property is at an end.

THE LOSS HERE

within the last twenty-four hours can only be estimated. Along the Pennsylvania Railroad, from Union Depot to East Liberty, the numerous tracks were filled with loaded cars. These were burned from Millvale, Thirty-third street, to Thirteenth, a distance of twenty blocks. It is estimated that 2,000 cars loaded with oil, coal, and all kinds of merchandise were totally destroyed. All these, together with locomotives, buildings, and other property destroyed, swell the Pennsylvania Railroad Company's losses to an aggregate amount variously estimated from $3,000,000 to $5,000,000.

A CARNIVAL OF FLAME.

INCENDIARISM RUN MAD.

Special Dispatch to The Tribune.

PITTSBURG, Pa., July 22—11 p. m.—The fire at the Union Depot may be said to have commenced at about half-past 1 o'clock, when the cars nearest the sheds covering the platforms ignited. From this time the fearful destruction which followed was inevitable. At the hour mentioned at Liberty and Twenty-first street a sight was met that beggars description. Upward of 2,000 cars had already been burned, a large proportion of them containing merchandise, and on the flames were goaded, and the determination of the angry assembly seemed to be to include in the devastating trail the entire property of the railroad company.

THE MAYOR

was upon the spot in a buggy, but his presence did not in the least intimidate the mob, who had resorted to this to enforce the restoration of the wages of the railroad men. At twenty-five minutes to 2 o'clock fire suddenly burst from under the cars at Fifteenth street, six squares below, and that much nearer the Union Depot sheds, and a little further west another incendiary torch was applied. In a moment afterward there was a sort of

A PANIC IN THE CROWD,

and several children were severely hurt by being trampled. Thieves were engaged rolling barrels of flour, molasses, etc., along the sidewalk, and these obstructions impeded the progress of the half frantic people, and increased their desire to get to places of safety.

THE CAUSE OF THE ALARM

was the announcement that the last car fired contained powder, and the utter dismay of the men when they thought they had placed themselves in a bad trap. The car had been fired without being broken open,—a precaution subsequently observed very strictly. The doors of the cars at Twenty-first street were torn off to assist the flames along, and at a quarter to 2 o'clock the fire was only two blocks from the sheds of the Union Depot. The mob were working as vigorously at this juncture as they did at any time the previous night, and at short intervals would apply firebrands to the intervening cars. The occupants of the buildings opposite the Union Depot now began making preparations to move out, as, in case the Union Depot was destroyed, they considered it to be impossible to save the houses opposite. When the mob jumped the cars at Twenty-first street, and fired those at Fifteenth,

THE FIREMEN

knew the conflagration would be very severe. In consequence of their being on the track towards the wall, they were directed to go around to head off the fire,—that is, to protect the property on the opposite side of the street. This they did, and succeeded in saving all of the property. All of the valuables and baggage in the Union Depot were removed a little after 2 o'clock to places of safety, and a guard of watchers were placed on the roof of the depot sheds watching the progress of events. Moreland & Mitchell removed all their horses and carriages. The flames now reached the little switch-box at the east end of the sheds, and in five minutes the mammouth roof of the platform, whereon passenger trains are loaded and unloaded, was ablaze. The excitement now was intense. There is a small space between the switch-box at the east end of the depot,

AND A BURNING CAR IN LIEU OF A TORCH

was at 2:45 pushed down to set fire to the sheds. The greatest alarm was now felt for the property on the north side of Liberty street, and the whole of the Allegheny Department was at this time called to assist in protecting the property. This proved futile, however, to save the depot. At ten minutes to 3 o'clock the first passenger coach extending out from the shed caught fire, and immediately the firemen prepared a stream of water to throw upon the building. The mob was pressed inside the fence of the Railroad Company, and were at this time in possession of the depot building, intently watching the progress of the flames. Men were appalled, women were fainting on door-steps, and children screamed piteously. What a scene!

NOW A PANIC IS STARTED,

and hundreds are fleeing toward the elevator as for their lives. All is excitement, and it requires but a word to incite the mob to the boldest deeds. A few moments before the big bell rang out, the great tinder-box, the shed of the depot, caught fire. It blazed amid a whoop and a loud huzza from the mob. No effort was made to throw water, it being the intention of the firemen to wait until the brick building caught. Locomotives on the Pan-Handle Railroad back of the depot now began pulling away passenger cars. There were no locomotives at that time on the platform, and those in the Pan-Handle yard were at once run over to the south side. The crowd now falls back, driven by the flames of the shed.

A GREAT SURGING MASS OF FLAMES

is all that remains of the shed. People's eyes are dazzled, and their faces wear a wild expression, but they are as silent as the grave so far as efforts to suppress the work of the fire-fiend were concerned. Liberty street, Eleventh, and Grant were now thronged with people, while on the hillside above, in front of the High School, at least 3,000 persons had congregated. Another panic occurred at this juncture, and several more women and children were injured. At 3:30

A LOUD REPORT, RESEMBLING AN EXPLOSION,

was heard, and several men shouted: "The building is guarded by soldiers, and we are to have war!" Another said: "The mob has powder to blow up the building!" Then there was another frantic scream. Horses ran off, men and women were knocked down, and a horrible scene followed. It was discovered that neither of the above rumors was correct; that the sections of the heavy gravel roof falling upon the platform occasioned the noise. At 3:45 the depot building proper caught fire, and another yell of delight rent the air. A report was immediately put in circulation to the effect that there were 20,000 rounds of fixed ammunition in the cellar of the hotel, intended for the use of the Philadelphia troops, but the crowd appeared to not care a continental, the mob facing the music with the utmost complacency.

At 4:30 two unpleasant, nay, startling, events had occurred,—the falling of the walls of what was a few moments before a beautiful building. It seems that one man broke open a car containing glass in boxes packed in straw, and set fire to the same, and a moment afterward a dense column of smoke shot up from the cars, making the air black. A gentle breeze sufficed to create an immense blaze.

THE UTMOST CONSTERNATION

prevailed on the south side of Fountain street and among the people residing on Seventh avenue up to Washington street. There were now rumors of threats in circulation to sack the city after nightfall, and everybody was terribly excited.

RAPID SPREAD OF THE FLAMES.

The fire started in the Pan-Handle Railroad soon destroyed the sheds at the Union Depot, the bridge over Washington street, the dispatcher's office, the engine-house, and all buildings in the vicinity of the Union Depot. It then spread to the dwellings on Washington street, and as they were of frame it was at once apparent that the destruction of property at this point would be immense. As conjectured, this proved to be the fire of fires, and not only embraced all the buildings on the property of the Pan-Handle Railroad from the Union Depot along Fountain street to Seventh avenue, and Grant street to Liberty, but also the frame tenements on Washington street, occupied by poor families. But at 5:20, the wind having changed,

THE IMMENSE GRAIN ELEVATOR,

which it was thought had escaped, ignited, and was soon a mass of flames. The mob, principally young men and boys, in possession of the elevator building, knocked a hole in the rear of it, and the fire from the cars and depots in the rear gained access through this aperture, and suddenly, without the slightest premonition, the curling smoke began to appear out of the roof. A moment later the smoke became black and dense, and out from it was the lurid flame. The roar of the burning building was immense, and thousands soon congregated around the acres of fire.

A TRAIN OF CARS

on the old metal yard was also ablaze at this time, and it was required to make quite a detour in order to get near the scene of the fire. The firemen succeeded in saving the planing-mills and other property opposite the Pan-Handle offices on Seventh avenue, but were not so fortunate with that on Washington street. It is stated that the mob entered the offices of the Pan-Handle before the torch was applied, and they ransacked the bookcases and desks, destroying completely valuable and important papers. Papers of value belonging to the Fort Wayne Railroad were moved to a place of safety about half-past 4 o'clock yesterday afternoon.

AT 7 O'CLOCK P. M.

AWFUL CONFLAGRATION.

Special Dispatch to The Tribune.

PITTSBURG, Pa., July 22—6:48 p. m.—All of the Pan-Handle trains in the yard and depot buildings, together with the bridge over Washington street, have been burned. The elevator at the Union Depot caught last, and will be destroyed. One hundred men have gone to take charge of Duquesne depot on the Pennsylvania Railroad to resist the mob.

A VIGILANCE COMMITTEE

has just passed Fifth avenue with white handkerchiefs on their arms, and with clubs, pick-axes, etc., in their hands. A large number of tenement houses on Washington street are burning. Several acres of fire are visible from the elevator.

THE PHILADELPHIA SOLDIERS

are encamped in Ross' Grove and at the Work-House, on the West Pennsylvania Road, ten miles from the city. They threw away their arms, because they are without ammunition. They are without food, also.

KILLING.

One man who surrendered his gun to "the avenger," a citizen of Pittsburg, was shot dead, and "the avenger" also killed. Another of the visiting military was killed at the cemetery-gate. It is thought thirteen were killed in all. It is believed they will be attacked again to-night, unless they move on.

AT 10 O'CLOCK P. M.

BAD.

Special Dispatch to The Tribune.

PITTSBURG, Pa., July 22—9:55 p. m.—I have just returned from the Stock-Yards. The mob have threatened to burn them to-night. The drovers have turned all the stock into adjacent pastures for safety. The citizens have removed their furniture to places of safety. There are no troops there, the Grays having been ordered to the city. About 300 cars are in the vicinity of the yards, which will probably be destroyed. The grain elevator and Pan Handle depot are still burning. The Union Depot is a mass of ruins. The strikers, it is reported, have threatened the banks, all of which are strongly guarded by citizens.

THERE IS HELL IN THE MOB!

Poor Pittsburg is at their mercy! I will send, and send, and send, but may be late. Yours for a strong Government.

DISPERSING.

THE CITIZENS ON GUARD.

PITTSBURG, July 22—10 p. m.—The outlook now seems a little brighter. The mob in the city seems to have satiated and tired of destruction. The citizens have armed themselves with guns and formed a Vigilance Committee, and are now guarding the Fort Wayne offices, on Penn avenue, and the Duquesne depot, foot of Liberty street, which the mob have threatened to destroy. Gen. Pearson is earnestly sought for by the rioters, but he is nowhere to be found. The feeling against him is very bitter, and had he been caught there is no doubt but that he would have been killed. The officers of the Pennsylvania Railroad are also in bad odor, and their appearance here now would cause more killing, and consequent excitement. It is believed that they left the city this morning to save their lives. It is hard to compute the loss of life incident to the riot, but it will number considerably over sixty, while the wounded will reach twice that number. The mob seems tiring out, and is gradually dispersing. It is rumored that the Pennsylvania Railroad Company has concluded to restore the old rate of wages.

THE DESTRUCTION.

VENGEANCE ON THE RAILROAD COMPANIES.

Special Dispatch to The Tribune.

PITTSBURG, Pa., July 22—9 p. m.—The elevator, Union Depot and hotel, and depot and offices of the Pittsburg, Cincinnati & St. Louis Railway are in ashes. Hell, in all its fury, seems let loose. The fury of the mob increases with intensity as they see the results of the course of the torch and the ruin that is being wrought. The total destruction of the property of the Pennsylvania Railroad and freight left in its charge, and also that of the Pan-Handle Railroad, including the 125 locomotives, cannot be less than $10,000,000. A low estimate of the value of the locomotives at the present time would place them at $2,000,000, though they originally must have cost over $3,000,000.

The Union Depot and hotel destroyed, owned by the Pennsylvania Railroad Company, cost in the neighborhood of $600,000. The grain elevator cost over $1,000,000, and was owned jointly by the corporations of the Pennsylvania Company, though, ostensibly, it was run under the title of another corporation. The freight-sheds of the Pan-Handle Railroad were very complete, and they were filled with valuable freight, all of which was either stolen by the mob or destroyed by the fire-demon. The dispatcher's office on Washington street was destroyed, and in its wake followed several small dwellings located near the brick-yard. All is in direst chaos. The mob revels in ruin, and there is no power to control them. The Citizens' Committee accomplished nothing. The rioters would not even give them respectful attention. The last heard of the Philadelphia militia they were in the woods at Sharpsburg and near Claremont, where the County Work-House is located. Poor fellows! They have had a fearful experience while trying to faithfully discharge their duty, and left twenty of their dead as evidence of the bloody carnage. The mob—that is, a portion of it—pursued the soldiers clear out into the woods. The soldiers threw their arms away, because they were useless, having exhausted their ammunition. They are hungry and fatigued, with no prospect of relief, and hope to make their way to Philadelphia.

The elevator ruins are still burning brightly and the smoldering ruins of the Union Depot and the Pan-Handle depot and offices send a long stream of smoke.

The mob are threatening to burn the East Liberty Stock-Yards to-night. Over 300 stock-cars are on the track here, which will, no doubt, be destroyed by the torch before morning. The drovers and commission men have sent their cattle to pastures outside of town, and the Texas steers are on the rampage, heedless of fences, causing much damage.

The mob is threatening the banks, but large forces of citizens are guarding the vaults, and no trouble from this source is really anticipated. The mob would not allow the firemen to attempt to save railroad property, but manifested no desire to destroy that of private citizens, very little of which was burned.

THE RAILROAD BUILDINGS DESTROYED

were as follows:

Two round-houses, one machine-shop, Superintendent's office, car repair-shop, blacksmith-shop, three or four oil-houses, Union Transfer Depot and offices, the Pullman Car Company's laundry and offices, dispatcher's office, powder-house, Union Depot Hotel, Pan-Handle Railroad engine-house, general offices and freight depot, and the freight depot of the Adams Express Company.

ANARCHY.

THE WORST NOT YET OVER.

Special Dispatch to The Tribune.

PITTSBURG, July 22—3:30 p. m.—The belief expressed in your correspondent's dispatch of 12:30, that the worst was over, seems likely to prove illusory. The burning of cars has recommenced, and the fire is equal to anything witnessed last night. A large number of loaded coal cars are now in flames, and dense volumes of smoke, black as ink, almost obscure the light of the sun. The rear part of the

UNION DEPOT IS NOW BURNING,

and there is no hope of saving the building. Col. Unger was permitted to remove his furniture and the guests their effects, but the firemen are forbidden, under penalty of death, to throw water upon it. Thousands surround the building, waiting for the grand catastrophe. It is rumored there are 20,000 rounds of fixed ammunition in the cellar, placed there for the use of the troops, who did not have a chance to use it.

THE PHILADELPHIA SOLDIERS ARE IN THE WOODS

beyond Sharpsburg. Some desultory firing is going on between them and their pursuers, and one or two are reported killed. The excitement is almost as intense, and the crowd as large, as at any previous time, but there is no fighting. It is now apparent that the night will be fruitful of excitement.

ANOTHER CORPORATION ATTACKED.

PITTSBURG, July 22—5 p. m.—The freight depot of the Pittsburg, Cincinnati & St. Louis Railroad, and the general offices of the same Company, were fired at 4:30. These are in close proximity to the Union Depot.

THE HOTEL ON FIRE—THE MOB AGAIN ON THE RAMPAGE.

Special Dispatch to The Tribune.

PITTSBURG, July 22—4 p. m.—Matters did not turn out as they promised from appearances in my last dispatch. The taoops are hidden in the woods, near Sharpsburg, where the rioters have pursued them, and firing is going on. Several of the soldiers and their pursuers have already been killed.

THE WORK OF DESTRUCTION

goes on worse than before, and dire results—more fearful than those previously occurring—must ensue. The coal cars along the the track of the Pennsylvania Railroad, between this city and Turtle Creek, have been set on fire, and they send up their black, hideous smoke, concealing the sun from sight.

THE UNION DEPOT

and hotel, both belonging to the Pennsylvania Railroad Company, have been fired, and the flames are ascending high into the air. The hotel was run by Col. Elias J. Unger, President of the Keystone Hotel Company, which also owns the hotels at Altoona and Cresson Springs, as well as the Stockton House, at Cape May, and several other hostelries along the line of the Pennsylvania Railroad. The hotel building is a huge four-story structure, almost fire-proof, in the rear of which is the passenger depot for the Pittsburg & Fort Wayne, Pan Handle, Allegheny Valley, and Pennsylvania Railroad depot.

Before setting it on fire

THE RIOTERS

allowed Col. Unger and his wife and daughter to remove their personal effects and also his private furniture, while the guests, of which there were nearly 200, were allowed to remove their baggage and effects.

THE MOST DREADFUL CALAMITY

is to be expected from this source, as in the hotel-cellar are stored 20,000 rounds of fixed ammunition, which, if it is fired, will cause a terrible explosion.

The firemen are on the ground, but forbidden,

AT THE PERIL OF THEIR LIVES,

from using any effort to save the building, which must certainly go to destruction. There are fully 10,000 rioters in this vicinity, but no fighting is going on, as there is now no force to oppose the mob. The officers of the law are paralyzed, and it is claimed that their hasty action and the indiscretion of Gen. Pearson, who lost his temper while talking to rioters on Friday last, precipitated results

The city is in

THE MOST FEARFUL CONDITION

imaginable, being in the hands of a lawless, demoned mob of fully 25,000 men. There is the immense grain elevator immediately opposite the Union Depot Hotel. In it are stored hundreds of thousands bushels of grain. The fire may leap across the street and

BURN UP THE ST. JAMES AND OTHER HOTELS

located on Thirteenth and Liberty streets. All are preparing to move out. If the elevator goes with the balance of the buildings, the Pennsylvania receiving-depot, the freight depot of the Pan-Handle and Fort Wayne Railroads on Grant street, and Adams' Express Company's Receiving depot, must also succumb. If the flames go up towards the hill on Washington street the dispatcher's office of the Pan-Handle Railroad and private dwellings, belonging mainly to the rioters, must go too. The worst is feared.

ITS FREIGHT DEPOT FIRED.

Special Dispatch to The Tribune.

PITTSBURG, July 22—5 p. m.—As I predicted in my last dispatch, the depot of the Pan Handle Railroad was fired by the mob at 4:30 o'clock, and it is now in ruins. The Adams Express Building and the iron-yard sheds must follow, and in its wake will go the huge elevator at Washington and Liberty streets. The rioters are only

DESTROYING RAILROAD PROPERTY

and the freight depots of the Fort Wayne, Cleveland & Pittsburg, and Allegheny Valley Railroads, all lying in the immediate vicinity, will no doubt all be destroyed. Everything destroyable belonging to these corporations is being wrecked. Up to present writing, over $3,000,000 worth of property have been destroyed.

THE NARRATIVE.

CLIMAX OF THE TUMULT.

Special Dispatch to The Tribune.

PITTSBURG, July 22.—The terrible ordeal of excitement and terror culminated last evening in the riot, corner of Twenty-eighth street and the railroad, and with a terrible destruction of life and property. At 3 o'clock yesterday afternoon the Philadelphia troops arrived at the Union Depot, and at 4 o'clock, preceded by Sheriff Fife and a posse comitatus, started north along the railroad-track to the spot where the rioters were in force. The hill overlooking Twenty-eighth street was lined with men, women, and children. The Sheriff attempted to make arrests, being supported by the Philadelphia militia. There was no demonstration until the order was given by Gen. Pearson to clear the track. The dismounted Black Hussars attempted to obey, but were

GREETED WITH JEERS AND A SHOWER OF STONES

from the mob on the side of the hill. The troops becoming maddened, order was given to fire. The first volley was aimed above the heads of the crowd. This only added fuel to the flames, and the Philadelphia soldiers received another volley of stones and bricks. The mob also drew revolvers and fired at the military without any apparent effect. The military then directed another volley, this time into the crowd direct, with

MOST TRAGIC RESULTS,

for fourteen persons were killed, including several women and children, and about the same number wounded. The strikers, maddened almost beyond imagination, pushed upon the military, which retired. Then

THE MOB SUDDENLY LEFT,

and again at 5 o'clock the soldiers were in possession of the railroad crossing. The main body of the mob had moved down into the city, where they gutted Johnson's and Bowen's gun-shops. During the battle, a portion of the Nineteenth Regiment, which had been posted adjoining the strikers, were badly used, and several of their number killed and wounded by the shots fired by the Philadelphia Hussars. The puddlers, miners, and workingmen in general joined the mob, and, with their assistance, the gun-shops were gutted. Shortly after this sortie, a portion of the mob proceeded to Allegheny, where they

BROKE INTO THE ARMORY OF KNAPP'S BATTERY

and stole three of the cannon, while they took to the round-house. They next marched through the city with a fife and drum, firing their guns. Three of the soldiers and two citizens were killed during the evening.

THE KILLED AND WOUNDED

of last night number the following:

John Long, brakeman on the Pennsylvania Railroad, lived at Bol var; J. D. Arnott, machinist on the Pan-Handle Railroad; Charles Fischer, plumber; J. N. Newmaster, of Company E, Nineteenth Regiment, shot by Philadelphia troops through temple; Benjamin Buchanan, a boy 12 years old, lived on Chauncy street; Pat Conner, workman in the Westinghouse Air-Brake Company, lived on Forty-fourth street; Cartwright Dennis Carby, joiner, at Everland Hall, shot in groin and heart, lived on Diamond street; Meyers, of the Fourteenth Regiment, shot by the Philadelphia troops; Jennison, shot in the right lung, died in an hour; Robinson, a private in the Fourteenth Regiment, shot by the Philadelphia troops, killed instantly; a girl baby of Mrs. E. Kener was killed in her mother's arms while near her house; Wray, Allegheny, shot twice in the head and instantly killed; John Roth, a boy 15 years old, resided on Thirteenth street, shot in left eye; J. Kine, age 27; W. Stofel; a little girl, name unknown, 5 years old, shot in left leg, and died at 7 o'clock; John Rowe, lived on Sixteenth street; J. Beamer.

THE WOUNDED.

William Weldon, left wrist and foot; S. Irvin, D. Fredick, George Sterrer, Reddy Hughes, J. Long, R. Allen, J. Port, S. Domelison, Alex McClure of Mercer, Elizabeth Keenan, Saul Boyd, P. Sheridan, Scott Reams, William Raney, S. Oliver, William Benner, Charles Berrs, Jacob Hofinger, J. Newton Sands, Charles White, and D. Williams of Greenburg. Four other men were wounded whose names could not be learned.

Before

THE RETURN OF THE MOB,

the Philadelphia troops took shelter in the round-house, with the troops quartered there to protect it. The mob surrounded it and swore vengeance. They vowed that none should escape from the building alive, and that the structure should be burned over their heads.

During the night the mob burned several oil and freight trains between Lawrenceville and East Liberty. Troops sent to relieve the soldiers were ditched about eight miles from the city on the Allegheny Valley Railroad. During the night

ABOUT FOUR HUNDRED CARS WERE BURNED

and their flames lighted up the heavens all night long. There was no sleep for our citizens, and mob-rule reigned supreme, and excelling in its thousand-fold horror anything ever experienced in the bloodiest of scenes during the War. During Saturday night a constant fire was kept up with the besieged in the round-house, and by daylight four more of the rioters had been killed. The mob would roll train after train upon the flames, and at one time over a mile of track was ablaze, while the firemen were compelled to desist from acting, at the peril of their lives.

THE BATTLE OF THE NIGHT

was kept up during daylight, and before noon dawned over fifty men, women, and children had been killed, and over 100 wounded. The military, during the night, killed a number of citizens, and the cry for revenge went up, long, loud, and deep. The soldiers succeeded in recapturing the cannon stolen by the mob, but the latter were determined to dislodge and kill the visitors. Food brought to the soldiers was destroyed by the mob. Long before the first fire was made by the Philadelphia militia, the Pittsburg soldiery stacked arms and refused to fight. The mob kept up their attack on the round-house, and finally succeeded in dislodging the troops, who escaped, after losing twenty men.

AROUND THE ROUND-HOUSE.

PITTSBURG, July 22—5 p. m.—At 3 a. m., after the mob's firing one shot from the cannon which they had pointed, the soldiers fired from round-house, and, covering the gun of the citizens with their musketry, prevented its further use

In the first volley from the soldiers two men were killed and several wounded.

About 5 o'clock the cars below the transfer off in the yard were set on fire.

They were

LOADED WITH BARRELS OF COMBUSTIBLE MATERIAL,

and, when they took fire, burst, and some of them flew a distance of 100 feet.

The machine-shop between Twenty-fifth and Twenty-sixth streets then took fire, and, at this time, a blazing car was run down the Allegheny Valley Railroad switch. This brought the Philadelphia troops out of the round-house, and they commenced on the crowd.

THE FACT THAT A VOLLEY

had been fired and the fact that many of those killed and wounded had gathered on the hillside merely as spectators served to increase the bitterness of the crowd. By 8 o'clock in the evening mobs were moving about the city in various directions, sacking stores to secure arms, breaking into the armories of the military companies, and preparing themselves to execute the threats freely expressed, of massacreing the entire Philadelphia command. By this time the military had

WITHDRAWN FROM THE RAILROAD-CROSSING

at Twenty-eighth street, where the first conflict took place, and were ordered to one of the round-houses, where they could find better protection. About 10 o'clock in the evening a mob numbering several thousands had congregated about the round-house. They had previously captured the guns belonging to Hutchinson's battery, a local organization, and planted them so as to command the round-house. Several solid shots were fired at the building and

A BREACH MADE IN THE WALLS,

but when the infuriated mob attempted to rush into the building the military were ordered to fire. The volley of musketry which followed, and the rumor that the Gatling guns of the command were being brought into requisition,

CAUSED A PANIC,

and the mob fled precipitately for several squares, the military meanwhile keeping up the fusilade. The rioters, however, were soon reassured, and, as thousands were flocking to their assistance, they returned to the attack. Finding it difficult to dislodge the military from the building, they

RESOLVED TO BURN THEM OUT.

An order to this effect was issued, and it was carried into effect with a fiendish alacrity by the rioters. As a consequence of the blockade which had existed for two days, the sidings in the outer depot yards, as well as those extending eastward some three or four miles, were crowded with freight-cars filled with grain products and merchandise of all kinds, besides which a number of ladened oil cake and coal cars were piled up in the mass. While a portion of the mob surrounded the building in which the military had taken refuge, large bodies proceeded to

SET FIRE TO THE OIL CARS,

and in a moment the huge volumes of black smoke which rolled upwards, followed by lurid flames, reaching out in every direction, told that the work of destruction had commenced. The sight of the flames seemed to literally craze the rioters, some of whom rushed wildly about with flaming torches in their hands, applying them to the cars indiscriminately. An alarm was sounded, and the Department promptly responded, but the rioters, who had complete control of the city, refused to permit them to make any effort to extinguish the flames. They said they were determined to

DESTROY THE RAILROAD COMPANY'S PROPERTY,

but would do no injury to that belonging to private citizens. They kept their word, too, and, when a lumber-pile belonging to a citizen took fire the rioters themselves turned in and helped to extinguish the flames and remove the lumber to a safe place.

MOVING TRAINS OF FLAME.

Train after train was fired by the infuriated crowd, but the cars were so far distant from the round-houses that the heat did not seriously affect the military, although their position was one of peril.

Finally, a large party of strikers captured a car filled with coke, which they ran from the Allegheny Valley Railway track to a siding connecting with the Pennsylvania Railroad. They then procured large quantities of petroleum oil, and, pouring it over the coke, ignited the materials. In a very few moments the car was a mass of fire, and it was then pushed along the tracks and forced against the round-house.

THE BUILDING WAS SOON IGNITED,

and the soldiers were now compelled to prepare to fight their way out through the frenzied mass of humanity clamoring for their blood. The building did not burn as rapidly as was desired, and the mob, bent on revenge, rushed out on the road and sent burning trains towards the doomed buildings. From midnight until 5 o'clock this morning the main efforts of the crowd were directed to firing the buildings and cars, but about half an hour later the mob which had been besieging the military left,

FOR SOME UNEXPLAINED REASON.

This afforded the troops, who were in actual danger of being roasted alive, an opportunity to emerge from the building, and they succeeded in reaching Liberty street. In a very few moments they quietly formed in line and marched up to Thirty-third street, and thence to Pennsylvania avenue and Butler street. Their objective point was the United States Arsenal on Butler street, where they expected to obtain shelter. While turning into Butler street, however, the leaders of the mob had discovered their retreat, and fully 1,000 men, fully armed and supplied with ammunition,

FOLLOWED IN PURSUIT.

Some of the troops fired at the citizens, either accidentally or intentionally, as they were moved along, and this added fury to the cry for revenge.

THE ARMORY REACHED.

When they reached the arsenal the Commandant refused to admit them. He said he had but ten men, and would be powerless to hold the place if the mob should attack it. He consented to take care of the wounded, and they were accordingly carried into the hospitals. The main body of the troops continued their march out Butler street, a fusilade being kept up by the mob. As they moved forward the shots fired killed one of the soldiers before they reached the arsenal, and nearly opposite the cemetery gate, fully a mile above the arsenal, two others were killed, and were left lying on the sidewalk. They continued their flight, and crossed over to the north side of the Allegheny River on Sharpsburg bridge, the mob following them as rapidly as possible. After reaching the north side,

THE TROOPS SCATTERED,

and in this way the mob was divided into very small bodies. In the meantime, the city was in a state of anarchy. Thousands who had not joined in pursuit of the fleeting troops gathered about the burning buildings and trains, and assisted in spreading the flames wherever they had not been applied. By 7 o'clock the fire had extended from Millvale station to Twentieth street, and enveloped hundreds of cars, the extensive machine-shops, two round-houses, the depots and office of the Union Transfer Company, blacksmith-shops, storehouses, and numerous buildings making up the terminal facilities of the mammoth corporation. In the round-houses were

ONE HUNDRED AND TWENTY-FIVE FIRST-CLASS LOCOMOTIVES,

which had been housed in consequence of the strike. These were totally destroyed, but even the immense loss which will be sustained in this item alone is but a trifle in the aggregate damage done.

The scenes transpiring on Liberty street,

along the line of which the tracks of the railroads run, simply beggar description. While hundreds were engaged in firing the cars and making certain of the destruction of the valuable buildings at the outer depot, thousands of men, women, and children were engaged in

PILLAGING THE CARS.

Men armed with heavy sledges would break open the cars, and then the contents would be thrown out and carried off by those bent on profiting by the reign of terror existing. The street was almost entirely blockaded by persons laboring to carry off the plunder they had gathered together. In hundreds of instances wagons were pressed into service to enable the thieves to get away with their goods.

Mayor McCarthy early in the day endeavored to stop the pillage, but the handful of men at his command were unable to control the crowd, who were desperate in their anxiety to secure goods. At one time the pillage was checked, but the mob fired the cars, and then proceeded with the work of destruction. It is impossible to form any idea of the amount of goods stolen, but hundreds of thousands will not cover the loss.

GRIM HUMOR.

Some of the scenes, notwithstanding the terror which seemed to paralyze peaceable and orderly citizens, were ludicrous in the highest degree, and no one seemed to enjoy them with greater zest than those engaged in the wholesale plunder. Here a brawny woman could be seen hurrying away with pairs of white kid slippers under her arms; another, carrying an infant, would be rolling a barrel of flour along the sidewalk, using her feet as the propelling power. Here a man pushing a wheelbarrow loaded with white lead; boys hurried through the crowds with large-sized Family Bibles as their share of the plunder, while scores of females utilized aprons and dresses to carry flour, eggs, dry goods, etc. Bundles of umbrellas, fancy parasols, hams, bacon, leaf lard, calico, blankets, laces, and flour were mixed together in the arms of robust men or carried on hastily constructed handbarrows.

THE CITIZENS MOVE

At 11 o'clock in the morning it became apparent that something must be done to check the mob, and a number of citizens hurriedly prepared notices calling a mass-meeting of citizens at the Old City Hall, to take measures to prevent a further destruction of property. The meeting was held at noon, and a large number of leading citizens responded to the call. It was decided to appoint a committee consisting of Bishop Twill, of the Catholics, James Parke, Jr., Dr. E. Donnelly, James J. Bennett, and Dr. S. F. Scovil, pastor of the First Presbyterian Church, to have a conference with the rioters, while another committee was appointed to wait on the railroad authorities to ascertain what course they intended to pursue, or to suggest a compromise that would put an end to the disorder which existed. The meeting then adjourned to meet again at 4 o'clock in the afternoon.

THE COMMITTEE TO WAIT ON THE RIOTERS

failed to induce them to refrain from further destruction of property, and the railroad authorities could not be found.

From the time the military fled up to 3 o'clock in the afternoon no effort had been made to check the riot other than the meeting of citizens referred to. The mob worked very quietly, and it was a noticeable fact that few of the railway employes were engaged in the work of destruction. Here and there a man who had been discharged might be seen leading a crowd, but generally the ringleaders were men who had never been employed on any railroad. Many half-grown boys were foremost in the work of devastation, and vied with the older ones in their efforts. The operations were carried on very quietly, and the multitude of men, women, and children who filled the streets and occupied positions on the hillside south of the railway looked on with astonishment while the destruction of property continued.

THE UNION DEPOT FIRED.

At 3:30 a burning car was run down the grade under the sheds surrounding the Union Depot. Up to this time it was hoped that the building would escape, but the mass of pine lumber used in shedding over the tracks were soon a sea of fire. While the fire was raging here, the mob pillaged the freight depot of the Pittsburg, Cincinnati & St. Louis Railroad, which was in close proximity. The freight received for shipment was broken open and valuable contents carried off. After plundering the depot for an hour, and when flour, hams, and all kinds of provisions had been carried away, the torch was applied; and soon the vast depot and the Company's general offices adjoining were a mass of flames. The Union Depot was a large four-story building. It had a frontage on Liberty street of about seventy-five feet and extended back about 200 feet. Lower floor was used as waiting-rooms, ticket-offices, and Company offices; the upper floor was occupied by the Keystone Hotel Company, and was one of the finest hotels in this city. The whole building was of the modern style of architecture, and was considered one of the best-arranged depots in the country. It was finished about seven years since. In the rear of the depot and extending back 500 feet were lines of neat pine sheds, covering different tracks, to protect passengers from the weather. It was under these that the burning car was run.

The freight depot of the Pittsburg, Cincinnati & St. Louis Railroad was a large shed building, fronting on Grant street, and extending from Washington street to Seventh avenue. The Company's offices were in a four-story brick building fronting on Seventh avenue. These were totally destroyed, as was also

THE DEPOT OF THE ADAMS EXPRESS COMPANY,

located on Grant street. The books and valuable papers had been removed from the Union Depot offices, as well as from the other buildings, before the fire reached them. The Fire Department of the city continued on duty from the time of the first alarm, but were not allowed to throw any water or make any effort to save the property of the Railroad Company. They consequently directed their efforts to saving the private property on the north side of Liberty street. In this they were mainly successful, although six dwellings and a sash factory located near the round-houses were destroyed early in the day.

GETTING ALARMED.

When the Union Depot building was fired, followed by the Pan-Handle offices, a panic seized the citizens, who had, up to this time, calmly folded their arms and looked on. It was feared that the conflagration would sweep the entire portion of this city south of the Pan-Handle Railroad tracks, as many of those buildings were small frames, as dry as tinder. At this juncture the Fire Department of Allegheny, which had been held in readiness in case of an outbreak on that side of the river, was summoned to assist in staying the progress of the flames. The Pan-Handle Railroad building was the last one in the line, and the Allegheny department was placed on Seventh avenue to check the progress of the flames in that direction. When this last building was fired the whole territory between Seventh avenue and Millvale Station, a distance of three miles, was a mass of flame, the Railroad Company's property being all between the south side of Liberty street and the bluff or hill extending from Seventh avenue to Millvale. The stall-houses on the hillside, although badly scorched, were not destroyed.

THE ELEVATOR.

About 5 o'clock the fire from the Union Depot communicated to the immense grain-elevator at the corner of Grant and Washington streets. This was built of huge timbers and covered with slate, containing a large quantity of grain. The destruction of these buildings seemed to satisfy the rioters, as they began to disperse while they were burning. Most of those who deserted the crowd loaded themselves with plunder, and wended their way homeward.

AFTER PEARSON.

Throughout the entire day various gangs of rioters were searching for Gen. Pearson and the general officers of the Pennsylvania Railroad. The latter had made themselves particularly obnoxious because they brought the Philadelphia troops here, while Gen. Pearson is charged with having given the order to fire last evening which resulted in the death and wounding of many citizens. Whether he is responsible or not, he would have certainly been killed had he not managed to get out of the way. It is said that he and the railroad officers left the city this forenoon. At all events, his whereabouts are unknown.

PROTECTION.

At the adjourned meeting of the citizens held this afternoon a Vigilance Committee was organized to prevent further destruction of property. It was rapidly recruited, and the members were first provided with base-ball bats, but these were afterwards exchanged for guns. They were designated by white ribbons on their arms. As soon as the force was organized they marched to Seventh avenue, where hundreds of spectators who had been waiting for some one to lead joined with them in preventing further incendiarism. The indications now are that

THE REIGN OF THE MOB IS OVER,

although threats have been made that the buildings belonging to the Pittsburg, Fort Wayne & Chicago Railroad and Cleveland & Pittsburg Road on Penn avenue, and the Duquesne freight depot on Liberty street, will be fired this evening.

VIGILANTES.

A large number of vigilantes will guard these depots through the night, and it is thought they will be saved. The through trains on the Pennsylvania Railroad have arrived and departed as usual to-day, the West Pennsylvania Railroad tracks being used from Allegheny City to the Blairsville intersection on the main line. Thus far no property of the Company outside of Pittsburg has been destroyed.

PENNSYLVANIA.

HARRISBURG.

SYMPATHY.

HARRISBURG, Pa., July 22.—Large crowds congregated at the Pennsylvania Railroad Depot as the special train containing detachments of the Philadelphia troops en route for Pittsburg arrived here. They were loudly hooted, and, as the train started out, stones were showered upon it by the mob. The police arrested one man, and as they were taking him to the Mayor's office they were also stoned by the crowd.

THE STRIKE.

HARRISBURG, Pa., July 22.—The Pennsylvania Railroad men struck at 11 o'clock. There is some excitement around the depot. Passenger trains not containing troops are permitted to pass.

THE CROWD.

HARRISBURG, Pa., July 22.—An immense crowd has been around the Pennsylvania Railroad depot all day. The day express arrived from the West several hours late, and was not allowed to proceed Eastward. Several ineffectual attempts were made to start a train, but the engine was detached and run to the round-house, where a large number of strikers are doing guard duty.

MAYOR PATTERSON

issued a proclamation this evening calling on citizens to preserve order, and not to gather in crowds, but to remain at their homes until the excitement subsided. He also recommended the closing of liquor saloons. The State Arsenal is guarded by the City Grays, of this place. The Fourth Division of the National Guard has been ordered to report at Harrisburg immediately.

OBSTRUCTION.

Advices from Huntingdon state that part of the Fifth Regiment, Pennsylvania National Guard, en route from Bedford to Everett for Pittsburg, to-day, were compelled to return home on account of the track being obstructed at Fisher's Summit, on the Huntingdon & Broadtop Railroad, by running loaded coal-cars off a siding and wrecking them on the main track.

ALTOONA.

A HALT.

ALTOONA, Pa., July 22.—The train bearing soldiers reached here this morning en route for Pittsburg, and was stopped by the strikers and the engines taken from the train. One company stacked arms and refused to do anything. Another company tried to connect the engine to the train, but were attacked and driven off by the strikers. The whole train is now laying here, and under complete control of the strikers.

COLUMBIA.

A STRIKE.

COLUMBIA, Pa., July 22.—The Pennsylvania Railroad men struck this afternoon, and the round-house has been quietly closed. No engines are allowed to leave. There is no disorder.

WEST PHILADELPHIA.

THE FIRST VIOLENCE.

WEST PHILADELPHIA, July 22.—In the Pennsylvania Railroad yard at West Philadelphia this evening, while one of the shifting engines was preparing to move an oil car, the engineer was compelled by a crowd of unknown men to detach his engine and allow the car to remain. This is the first indication of interference with the Railroad Company here.

ALL'S WELL.

PHILADELPHIA, July 23—1 a. m.—All quiet.

NORRISTOWN.

MORE TROOPS.

NORRISTOWN, Pa., July 22.—Maj.-Gen. Bolton has received orders to concentrate the Second Division at this place immediately, to await marching orders.

LEBANON.

ORDERS.

LEBANON, Pa., July 22.—Col. J. P. S. Gobin, commander of the Eighth Regiment National Guards, has just received orders to report with his regiment at Harrisburg.

EASTON.

A STRIKE DECIDED UPON.

EASTON, Pa., July 22.—It is now known definitely that the employes of the Belvidere & Delaware Railroad (a division of the Pennsylvania Railroad) have decided to strike at 12 o'clock to-night.

EASTON.

EASTON, Pa., July 22.—The men of the Delaware, Lackawanna & Western and all its branches will strike either to-night or to-morrow morning.

TOWANDA.

OFF FOR PITTSBURG.

TOWANDA, Pa., July 22.—Company K, Twelfth Regiment National Guards of Pennsylvania, left for Pittsburg this evening.

POTTSVILLE.

NO STRIKE.

POTTSVILLE, Pa., July 22.—No strike is probable on the Philadelphia & Reading Road, as the back pay due the men has been arranged for. Maj.-Gen. Siegfred's command, comprising two companies from Pottsville and eight from the outside, left here for Harrisburg this evening.

READING.

FIRE AND FURY.

READING, Pa., July 22.—The strikers began operations here near midnight. They tore up the tracks, burned the Lebanon Valley bridge and a number of freight cars. Situation critical.

PHILADELPHIA.

PROCLAMATION OF THE MAYOR.

PHILADELPHIA, July 22.—The Mayor has issued the following proclamation:

PHILADELPHIA, July 22.—MAYOR'S OFFICE—*To all whom it may concern:* Whereas, violence, tumult, and riot exist in various portions of this Commonwealth to the great injury of domestic industry and trade, and the discredit of the fair name and fame of American institutions and her form of government, the perfection of which we last year celebrated in this the city of republican birth; and whereas, it is of the highest importance that the great name which Philadelphia has made for herself among the nations of the earth during the Centennial year shall be preserved, and that she shall be spared the horrible scenes enacted in our sister cities. Now, therefore, I, William S. Stokley, in the name of the Commonwealth of Pennsylvania, and by virtue of the authority vested in me by law, do appeal to all citizens, of every occupation and calling, to render it unnecessary that in the performance of my duty I should be called upon to suppress outbreak and violence, which I assuredly will do if occasion requires it, and hand over the offenders to condign punishment; and I make this appeal in firm belief that the citizens of Philadelphia appreciate, as I do, the importance of maintaining peace and good will among all classes of society, and I hereby pledge myself to give patient hearing and impartial justice as I best know how to all persons who desire it. Let all persons resume and continue their lawful occupations, and avoid assembling and organizing together for discussion or otherwise at the present time. This is the surest and best means of preserving the honor and fair name of the City of Brotherly Love. WILLIAM S. STOKLEY, Mayor.

THE STRIKE.

PHILADELPHIA, July 22.—At 6 o'clock this evening the strike at the Pennsylvania Railroad depot in this city was inaugurated by the men abandoning their places. It was with some difficulty that an engineer could be obtained to start the 9:10 p. m. Cincinnati Express. Crowds collected about the depot this evening, many of them being of the striking element. The first overt act was committed on the road above Callowhill street, where a laden train was on the track. It was determined to remove it to a place of safety, but the crowd of men objected. The police interfered, when the train men asked that the train should be allowed to stand where it was, and that no attempt should be made to move any trains during the night. This was acceded to by Col. Scott. Eleven soldiers belonging to the Philadelphia regiments arrived here to-day from Pittsburg, having left there last night.

VETERANS.

This afternoon the Veteran Corps of the First Regiment, 350 strong, tendered their services to the Mayor, who promised to accept them if needed. They are all veterans, and can at once be armed and equipped.

GOV. HARTRANFT.

HURRYING HOME.

Special Dispatch to The Tribune.

OMAHA, July 22.—Gov. Hartranft, who passed through here last Thursday for San Francisco, is now on his way back from Ogden by a special train, having been summoned home to Pennsylvania by urgent telegrams.

HIS SENTIMENTS.

PHILADELPHIA, July 22.—Gov. Hartranft is en route for Pennsylvania, and has telegraphed ahead, ordering out every militia company in the State. He has also telegraphed the President of the United States calling for troops, and suggesting the propriety of calling for volunteers.

GOV. HARTRANFT'S REQUEST.

Special Dispatch to The Tribune.

WASHINGTON, D. C., July 22.—Upon receipt at the Soldiers' Home of telegrams forwarded by Secretary Thompson in regard to the condition of affairs in Pennsylvania, the President consulted with Secretary McCrary, who also resides in the grounds, and both then came to the city, and a Cabinet meeting was held at the house of Secretary Evarts. The application of Gov. Hartranft, through his staff-officers, was not in a form upon which the President could issue a proclamation, but that will probably be remedied during the night. The President will then issue his proclamation, and meantime every possible effort will be made to afford help wherever needed in the State. Troops have been started from Boston for Philadelphia, and will arrive there in the morning. Some marines and seamen will also be available from the Government vessels. There is a strong disposition on the part of the authorities here to proceed at once to

EXTRAORDINARY MEANS

to put down the riots. Gen. Sherman has been requested to return from the West. Gen. Schofield has been ordered here from West Point, and may be stopped to command in Philadelphia.

Telegrams received here from 10 o'clock to midnight represent a quieter state of affairs, both at Pittsburg and Baltimore. The excesses of the mob at Pittsburg are represented as having shocked the citizens there to such an extent as to neutralize all sympathy with the strikers, and some good effect, it is expected, will be produced on the whole country to-morrow, when the knowledge of these atrocities becomes general.

ERIE.

TRAINS AT A STANDSTILL.

Special Dispatch to The Tribune.

ERIE, Pa., July 22.—The Philadelphia & Erie, the Erie & Pittsburg, and the Lake Shore & Michigan Southern Railroads became involved in the general strike to-day. The trainmen of the Philadelphia & Erie Railroad struck at 3 o'clock this afternoon. About 300 assembled at the outer depot, and prevented a double-header from leaving, compelling the engineers to leave their machines, which were run by the strikers into the round-house and disabled for service. The Erie & Pittsburg fell next at the call of the Philadelphia & Erie strikers, and freight trains over these roads have been

ENTIRELY ABANDONED.

The strikers to the number of 2,000 have been swarming in the yards of the roads at this point to-day, but no violence has been attempted, and the strikers have been orderly. On the Lake Shore & Michigan Southern Road it is positively asserted that the strike took effect at 6 o'clock. During the day only three stock trains were run out eastward. All other freights are at a standstill. The Company are

UNLOADING THEIR STOCK-TRAINS

at Painesville and Ashtabula, O. The running of passenger-trains has not been interfered with. The strike will be general to-morrow. Seven companies of Pennsylvania militia are quartered at Greenville, about ninety-five miles from Pittsburg. They number about 300 men. Three companies belong to Erie.

MISCELLANEOUS.

BETHLEHEM.

BETHLEHEM, Pa., July 22.—The Easton Grays, who have been camping at Stroudsburg, are now en route for Allentown, where they will join the Allentown Rifles, the Calasauqua Rifles, and the Slatington Rifles, and leave by special train for Pittsburg.

ALLENTOWN.

ALLENTOWN, Pa., July 22.—Two attempts were made to set the Glen Rolling Mill on fire, which is at present lying idle, but they were unsuccessful. The excitement is intense, but no serious trouble is feared.

CUMBERLAND, Md., July 22.—No trouble here to-night.

NEW YORK STATE.

HORNELLSVILLE.

THE STRIKERS IN POWER.

Special Dispatch to The Tribune.

NEW YORK, July 22.—The *Times* has the following special from Hornellsville:

At an early hour this morning operations looking toward the movement of a passenger train west were commenced. The express mail which left New York at 11:45 a. m. yesterday was abandoned at Elmira. A special train with Gen. D. D. Wylie, Chief of Ordnance of the Governor's staff, was made up there to bring ammunition here. Running on the mail's time, it reached here this morning at 1:25. The troops held possession of the yards, but the strikers had managed to cripple the engines, and obstructed in other ways the movements of the Company. About 9 o'clock troops were sent to clear, and guard the Canisteo street crossing of the railroad in the upper part of the yard, where the main switches of the road are situated. They drove off the large crowd of men collected there.

LINES OF SOLDIERS WERE

posted on each side of the track at the crossing, and guards placed over the switches. Crowds of people were in the streets fronting the track, and many Sheriff's deputies circulated among them. The Pacific express arrived here at 9 o'clock this morning an hour late, consisting of two passenger coaches, a baggage car, and a postal car. There were no passengers on board. Preparations were at once made to take it on its way west. The road out of Hornellsville climbs Tip-Top Summit, one of the heaviest grades on the line. When the making up of the train began the strikers gathered at the West street crossing, about half a mile from the depot, where the grade is heavy. The rails had been

COVERED WITH SOFT SOAP

by the strikers from the beginning of the ascent up the hill. At 10 o'clock the train was ready to leave the depot. Notices were sent to all hotels to passengers who had been waiting to get away ever since the strike commenced, that an effort was to be made to get a train west to Dunkirk. Only fourteen responded, the aspect of affairs being so threatening. Capt. Sullivan, of Company D, One-Hundred-and-Tenth Battalion, was detailed with forty men

TO ACCOMPANY THE TRAIN.

Four men and a Sergeant were placed on the engine and two on the platforms of each car, the rest being scattered through the cars. The mail which came in with the Pacific express yesterday morning, and had been held here ever since, waiting for the make-up of a train, was transferred to the car brought from the East this morning. Beside the postal car there were two passenger coaches and a baggage car in the train, which was in charge of Conductor Hiram Hurty, Engineer D. E. Cary, and Fireman Mat Dewey.

THE TRAIN PULLED SAFELY

out of the yard. The shanties of the trackmen line the track for half a mile west, and, as the train passed, crowds of women and children were gathered in the yards and close to the track. A short distance out of the station the engine struck the soaped track, and, although the engineer put on plenty of steam, the engine commenced slipping. At this the 500 strikers assembled at the crossing and along the track about West street set up a deafening shout, and made preparations for future action. A crowd

RUSHED UPON THE TRACK.

Torpedoes were placed at intervals on the rails to lift the locomotive from them and check its progress. Engineer Carry poured the sand from his box upon the track and gave his engine as much speed as was possible. The men on the track waved a red flag, and a fierce demand was made from a hundred throats for the train to stop. The engineer continued letting down his sand and putting on steam. The torpedoes exploded, and the crowd yelled its defiance, but the engineer kept on. It was impossible to get up a speed of more than eight miles an hour, and as the train got in the midst of the crowd men,

JUMPED UPON THE ENGINE,

clambered on the steps of the cars, and clung to the platforms. The soldiers presented bayonets, and made several attempts to keep the strikers off. Amid the wildest cheering, and shouts of "Knock them off!" "Cut her in two!" etc., the men finally gained a foothold on the platforms, and took possession of the brakes, thus accomplishing the first step in gaining possession of the train. The first man who got on the train mounted the platform of the passenger-car next to the baggage-car. He pushed aside the guard, put on the brake, and in an instant the car was uncoupled. The two passenger-coaches stopped, while the engine, mail, and baggage cars kept on, snapping the bell-rope, one end of which whipped about the neck of a soldier on the platform, choking him severely before it could be loosened. The scene was one of

THE WILDEST IMAGINABLE.

The air was rent with the determined cries of the victorious strikers. Engineer Carry stopped his engine and started back to make an effort to recouple the car, but the men mounted his engine and the cars, putting on the brakes, ordering Carry to proceed with his engine if he wanted to go out of the yard. Again shouting, the strikers flocked about the locomotive. The engineer, seeing that all efforts to regain his train would be useless, started ahead with the mail and baggage cars. The strikers then rushed upon the passenger cars in crowds. They soon overpowered the guards, and ordered them to get off. The passengers, among whom were three ladies,

WERE TOLD TO GET OUT.

The strikers then crawled under the cars unhooked brake-rods, and bent them double. Men with axes smashed the brake-wheels to pieces, entirely disabling the train. They were then started down the grade toward the station. The entered the yard at the rate of fifteen or twenty miles per hour. An engine and a coach lay on the track near the depot. The engineer had but little steam on, but commenced backing out of the way. The cars would have gone

CRASHING INTO HIM

in another moment, when Engineer Dan Chapman, who was near by, hurriedly turned a switch, and let the rushing cars in upon it. They ran off the switch to the ground, doing no damage.

After starting the cars down the hill, the crowd advanced, yelling and cheering, to the military, and escorting back the guards they had taken from the cars. A thousand or more people were gathered about, and the excitement ran high. The strikers were overjoyed at their victory, and were plainly

EMBOLDENED AND REASSURED.

After the failure of this effort to run a full train out on the Western Division, the Erie officials concluded to try and get one through to Buffalo. The Buffalo Division branches off from the Western Division a short distance beyond the station. There is a heavy grade on this, commencing half a mile west. The rails on this division had also been greased by the strikers. As soon as they had performed their work on the West Division, the men took up a position on the Buffalo track. The train the Company intended to start was ready at 11 o'clock, and was the regular No. 7.

IT WAS STARTED,

in charge of M. A. Shattuck, conductor; Burt Elliott, engineer; and a strange fireman. A detachment of the Fifty-fourth Regiment was placed on the cars and engine. There was no mail-car attached to the train. Just beyond the upper guard-line of the yard the strikers were gathered in force. As the train neared them they threw open a switch, in spite of a guard that held it. This forced the train to stop. Instantly the men began clambering upon the engine. They

BENT THE SAND-PIPE

of the locomotive so it could use no sand. The engineer started his engine back, but the strikers forced their way into the cab against the efforts of the soldiers to prevent them, and, siezing the fireman, took him bodily from the engine, and the train returned to the yard.

The strikers crowded around the deposed fireman, and compelled him to promise not to go on another engine during the continuation of the trouble.

After these efforts to get a train out of the yard westward had failed, measures were taken to send one east. Engineer Arnold was accordingly directed to take charge of an engine to make up a train. Numbers of Deputy Sheriffs were placed on the locomotive with him, while switching Just out of the yard

A SUDDEN CHARGE

was made by a large body of strikers, who had been hidden behind cars and in other places. They mounted the engine and cars, putting on the brakes, and obliged the deputies and engineer to leave the locomotive. They took entire possession of the train, ran it to the bridge below the station, let the water out of the boiler of the engine, and

PUT OUT THE FIRE.

The train still lies in their possession.

After these demonstrations it became apparent that the military force here was entirely inadequate to cope with the strikers, and although no statement to that effect has been made, it is generally understood that reinforcements have been sent for. Their arrival is anxiously awaited.

Everything is quiet at present, but it is only the calm before a storm. The authorities at Howellsville have issued a proclamation, requesting all citizens not to take any part in the troubles, and not congregate about the Company's grounds. The sale of intoxicating drinks has been forbidden.

A REMARKABLE FEATURE

of the strike is the entire absence of drunkenness on the streets. The conductors at this place have been notified officially by the committee of strikers that they must cease aiding in the making-up of trains in the yard here. If they continue to do so the notice declares that it will be at their own risk. The yard-masters have received similar orders.

THE SCENES.

To the Western Associated Press.

HORNELLSVILLE, N. Y., June 22.—This morning an attempt was made to run train No. 3 on the western division, with a guard of militia upon the platforms. About half a mile from the depot the rails had been soaped, causing the wheels to slip. The strikers swarmed upon the train and cut loose its two passenger cars. After the militia and passengers had vacated the brakes were unset, the brake-wheels broken, and the cars allowed to run down the grade to the depot, where they were stopped by being run off the track. The engine with the mail and baggage car proceeded west. Attempts are also being made to run out several other trains, but without success. The Sheriff estimates the strikers at about 800.

8:30 p. m.—Five car-loads of militia have just arrived from Buffalo.

HORNELLSVILLE, July 22.—The train taking the Seventy-fourth from Buffalo was stopped 800 yards west of the depot by a spiked switch. The troops were ordered to load. The roughs dispersed. The spike was removed, and the train proceeded to the depot.

FLAMES SEEN.

BUFFALO, July 22.—A special from Burns, eight miles west of Hornellsville, says there is evidence of a large conflagration at Hornellsville. The wires have been cut by rioters. No telegrams received from that point since 11:30 p. m.

VANDERBILT.

HE FEELS CONFIDENT OF THE LOVE OF HIS PEOPLE.

BUFFALO, N. Y., July 22.—Mr. Tillinghast received the following dispatch from W. H. Vanderbilt to-day:

SARATOGA, N. Y., July 22.—*To J. W. Tillinghast, Buffalo:* Your dispatch received. I have every confidence in the good sense and stability of the large majority of our employes. The whole country is now looking most anxiously on them, and I feel confident that they will sustain their reputation and that of the road by making common cause, having the fullest assurance that, when the business of the country will justify it, they will receive compensation accordingly. W. H. VANDERBILT.

CONFIDENCE.

The following was received to-day from the Superintendent of the New York Central Railroad at Little Falls:

LITTLE FALLS, N. Y., July 22.—*To W. H. Vanderbilt, Saratoga:* All is quiet on the Eastern Division, and I hope, trust, and believe that all will remain so, for a large majority of our men are well informed, and have a reputation which they do not wish to tarnish. I yet have confidence in the men, and trust they will convince you and all others that they will not be driven to anything wrong which it is possible to prevent. Z. C. PRIEST.

GRATIFICATION.

The following is the answer:

SARATOGA, N. Y., July 22.—*To Z. C. Priest, Little Falls:* I am proud to receive such a dispatch. I don't for a moment doubt the loyalty of our men, from New York to Buffalo. I am confident they will sustain the reputation they have before the world, and every one be foremost in maintaining the road through these depressing times. I am sure they recognize the fact that they are part and parcel of us, and that their services depend entirely upon the business we are able to do. Increased business, with fair prices, will surely bring additional compensation. W. H. VANDERBILT.

MORE OF THE SAME.

SARATOGA, N. Y., July 22.—*To John Newell, General Manager, Cleveland, O.:* The whole country is now anxiously looking to what action the employes of the Lake Shore and New York Central Roads will take in the present crisis. I have every confidence in the good sense and loyalty of the large majority of them—that they will recognize the necessity of what has been done—and have the fullest assurance that, when the business of the country will justify it, they will receive compensation accordingly. W. H. VANDERBILT.

GOV. ROBINSON.

HIS PROCLAMATION.

ELMIRA, N. Y., July 22.—In the name of the State of New York—A proclamation:

WHEREAS, The Receiver appointed by the Supreme Court of this State to take all care of the management of the Erie Railway and its properties, has made known to me that a conspiracy has been formed to prevent his discharging his duty as such Receiver under orders of said Court; that the business of said road and the running of trains has been interrupted by violence which the civil authorities are unable to suppress; and

WHEREAS, The honor and good faith of the State require that it should protect said Court and its officers in the execution of its order;

Now, therefore, I, Lucius Robinson, Governor of the State of New York, by virtue of the authority imposed upon me by the constitution and laws, command all persons engaged in such unlawful acts to desist therefrom; and I call upon all good citizens, and upon all authorities, civil and military, to aid in suppressing the same, and in preventing breaches of the peace. The law recognizes and protects the right of all men to refuse to work except upon terms satisfactory to themselves; but it does not permit them to prevent other men from working who desire to do so. Unless the State is to be given up to anarchy, and its courts and laws are to be defied with impunity, its whole power must be exerted to suppress violence, maintain order, and protect its citizens in their right to work, and the business of the country from lawless interruption within our borders. It is no longer a question of wages, but the supremacy of law, which protects alike the lives, the liberty, the property, and the rights of all classes of citizens. To the maintenance of that supremacy the whole power of the State will be invoked, if necessary.

Given under my hand, in the City of Elmira, State of New York, the twenty-second day of July, 1877. L. ROBINSON.

By the Governor:
D. C. ROBINSON, Private Secretary.

BUFFALO.

A STRIKE ON THE LAKE SHORE

Special Dispatch to The Tribune.

BUFFALO, N. Y., July 22—Midnight.—The firemen and brakemen have struck on the Lake Shore Road, and no freight-trains have been permitted to go West to-day. An attempt was made to make up a freight train, including perishable freight, at the Lake Shore yards to go East, but the couplings were removed by the strikers, and, notwithstanding the presence the police, the dispatcher abandoned the undertaking. A company of the Sixty-fifth Regiment was ordered to the Lake Shore round-house, where a large crowd, estimated at 5,000, had collected. A striker attempted to take from a soldier his musket. Brig.-Gen. Rogers, who was present, remonstrated with the crowd, but was attacked by them and was compelled to draw his revolver in self-defense, and finally, to avoid bloodshed,

ORDERED THE SOLDIERS TO RETREAT

into the round-house. While retreating, they were hooted at and stoned. About 7 o'clock p. m., near the corner of Hamburg and Seneca streets, something of a riot occurred in consequence of the arrest of one of the strikers, and an attempt on the part of strikers to release him from the officers. Police Sergeant Conley was badly cut in the head, and two policemen and a number of the rioters were injured more or less. The police held their prisoner and placed him safely in the station-house. This forenoon five men were arrested, and are in the lock-up, for interference with a Lake Shore train.

The Seventy-fourth Regiment departed on the Erie Road for Hornellsville at 2 p. m. to-day, and the Sixty-fifth Regiment has been called out to

PROTECT THE ROAD HERE.

It is evident that the strike will be more extensive than was anticipated. It is now stated that the firemen and brakemen on the New York Central have struck, and that the engineers will join on all the roads.

A committee of five of the strikers have gone to Cleveland on a locomotive to-day to consult with the officers of the Lake Shore road. The mob are acting ugly here in stoning the soldiers and even the passenger trains.

To the Western Associated Press.

PETTY VIOLENCE.

BUFFALO, July 22.—This morning a portion of the Lake Shore employes at this point joined the strikers, and proceeded to the round-house, where they uncoupled several freight trains and otherwise impeded traffic. A force of police were sent out, when five of the ringleaders were arrested and lodged in the station-house. This afternoon one company of the Sixty-fifth Regiment were sent to guard the round-house, when stones were freely used on them, but no shots exchanged. No serious detention of passenger or live-stock traffic has yet occurred. The city is in an unusual state of excitement.

ALBANY.

ORDERS.

ALBANY, N. Y., July 22.—The Adjutant-General issued orders to-day for the Twenty-third and Seventy-fourth Regiments of National Guards to proceed at once to Hornellsville, to quell rioters on the Erie Railroad.

WEST ALBANY.

ALBANY, N. Y., July 22.—At West Albany to-night there are groups of men standing about discussing the situation of affairs, but they do not intend to strike, saying that Mr. Vanderbilt has already expressed himself as willing to give their matters careful and considerate attention, with a view to remedying any injustice on his lines, if any exist.

SALAMANCA.

NO STRIKE.

SALAMANCA, N. Y., July 22.—There is no strike on the Atlantic & Great Western Road. Trains are running regularly.

PORT JERVIS

SERIOUS.

PORT JERVIS, N. Y., July 22.—Things look serious here.

NO STRIKE.

PORT JERVIS, July 22.—The meeting of employes of the Erie at this place ended at midnight in disorder without a strike being ordered. The firemen are held in check by influential engineers and a few of their own number who earnestly oppose the strike.

OHIO.

NEWARK.

UNEASINESS AND FEAR.

Special Dispatch to The Tribune.

NEWARK, O., July 22.—The church-bells this morning tolled as usual, but there hung over the city a cloud of uneasiness and fear that the day might be one of sadness to be long remembered as one of the darkest days in Ohio's history. During the night many troops arrived, and their marching through some of the principal streets this morning caused the people of the city to quietly discuss the question as to who was right. The mothers', fathers', sisters', and loved ones' thoughts were carried back to fifteen years ago, when volunteers were being mustered into the service of their country, when every county-seat in Ohio was a rendezvous for the volunteer soldiery. But to-day a sadness has seemed to fill the air, and its depressing influence is felt by all classes, and then

EFFORTS ARE MADE TO JOKE

about the serious trouble; but the result of any conversation terminates with a declaration on all sides that the present situation is of a serious nature, and all counsel moderation in speech and temperate action. The wives, mothers, children, and friends of the strikers have thronged the vicinity of the Baltimore & Ohio depot since an early hour this morning, pleading and begging, with babes in their arms, for the moral support of the community in behalf of husband, brother, and lover. That this support has been given from the first cannot be doubted. The whole people of Newark, and at every station on the road, are in full sympathy with the men who are making this war, as they look at it, for their very existence. Women with babes at their breasts

CALLING UPON HUSBAND AND FATHER

to submit no longer to what they consider the grinding into dust of those near and dear. Sweethearts swell the crowd, and, with a delicacy of feeling and expression seldom brought to light among those who do not stand high in the scales of aristocracy, beg their lovers to be men and stand firm and force their employers to treat them as men. That this influence is felt throughout the city cannot be denied. This influence, so potent, has also the effect of restraining the men from acts of violence and rowdyism. The congregations in all the churches were small, and those in attendance appeared to be in nervous anxiety, fearing the worst results. As yet there has been no attempt on the part of the Railroad Company to move trains.

GOV. YOUNG

has notified the railroad authorities that he was ready to do his duty. The troops were here, and the Company would be protected in starting its trains. Men were supposed to be ready to take their places on the locomotive, but, when the moment arrived to start, the engineers declined to start without a regular fireman. Thus the Railroad Company have again failed to move their trains. With 1,000 troops at their back they could not get an engineer out of fifty or sixty who would run the risk of going out with an inexperienced fireman. This settles the question about the engineers—who have not struck, nor have they taken any action in the matter. They are

IN FULL SYMPATHY

with the strikers, and, while they report for duty regularly, they will not start on the road with tramps as assistants. After the news was received from Pittsburg of the success of the strikers there, these here took fresh courage, and stand firmer to-night than at any time during the strike. Gov. Young and staff are still here. The Governor is working hard to effect a settlement. The strikers answer him that they have committed no act of violence, and cannot be arrested. They are making friends of every company of troops which arrives, and in fact some of the strikers find relations or friends of former days. making

THE WHOLE COMMAND IN SYMPATHY WITH THE STRIKERS.

The militia here are composed of first-class men, finely armed and equipped, and among them are many old soldiers. But your correspondent is convinced they will not fire on the strikers unless there is an attack made on them. During the day the Baltimore & Ohio Road have had but one passenger-train here, and that from Chicago. The regular passenger from Columbus was abandoned, and no other trains have arrived up to a late hour. The Pan-Handle ran a train through here with troops about 7 o'clock this evening without stopping. It is believed they were regulars from the United States barracks at Columbus, and were en route for Pittsburg. At this hour (10 p. m.) everything is quiet, but that the trouble has just commenced is generally believed. Threats have been made that the Pittsburg programme will be repeated here should it be necessary to do so.

CLEVELAND.

STRIKE.

CLEVELAND, O., July 22.—The strike on the Lake Shore Railroad at this point was inaugurated at 2 o'clock p. m. at the Company's yards in Collinwood, six miles east of the city. The firemen and brakemen left their trains, and the engineers refused to run with green men. All freight traffic on the road is suspended. Passenger and mail trains proceed as usual. About 200 cars of live stock and 700 cars of freight are at Collinwood. A temporary stock-yard has been made there, and the stock unloaded. The strike proper is between this city and Buffalo. West of here the men are quiet. As freight cannot be taken care of if it all comes to this point, trains are stopped at points between here and Chicago by the officials, and will be left standing for the present. There has been

NO VIOLENCE,

and all is quiet. The Company will not attempt to start any trains to-night, and probably not to-morrow, as the large force of strikers at the yards would prevent their passage. About one-third reserve police are at the Central Station to-night ready for emergencies. The Cleveland Grays, a local military organization, went into camp at Glenville, a suburban town, Saturday night. They were ordered to return to the city to-night, and are now at their armory. Trains are running as usual on the Atlantic & Great Western and the Cleveland, Columbus, Cincinnati & Indianapolis Roads.

A NOTICE

posted up on the bulletin-board at the latter company's shop to-day gives notice that commencing Monday, July 23, shop time will be ten hours instead of eight, as they have been. No answer has yet been given the shop-men by President Devereux regarding their request to have wages put back where they were before the last 10 per cent reduction. As a result of the general strike, the Standard Oil Company of this city, employing about 200 men, shut down last night, there being no way of getting refined oil to market. The Cleveland Rolling-mill Company are preparing to shut down, and will do so permanently in a day or two. Other large manufacturing concerns will be obliged to close for want of coal and no means of transporting product by rail.

BALTIMORE

HANCOCK'S COMMAND.

"NOT A GUN WAS HEARD."

Special Dispatch to The Tribune.

WASHINGTON, D. C., July 22.—Information was received at the Cabinet meeting to-day that Gen. Hancock had reached Baltimore and moved with his troops through the streets from the east side of the city to Camden Station, on the west side, which is the threatened point, without finding it necessary to fire a shot. This was done in spite of the fact that the column was assaulted with stones at several points. There are to-night about 1,500 military, armed and equipped, and artillery well manned for use, in Baltimore, and the Swatara and Powhatan, which were ordered in the first instance to Washington, were sent around to Baltimore instead. Each of these ships brought up, in addition to their own marines and seamen, a large additional force taken from ships in Hampton Roads. The batteries of these ships would be

AVAILABLE FOR ACTUAL USE

at Locust Point, one of the principal depots of the Baltimore & Ohio Railroad, the Company's works at this point being very extensive, as are also the freight depots, coal sheds, etc. It is expected that if any demonstrations at all are made upon the troops in Baltimore to-night, that Gen. Hancock will use his entire force with the great possible vigor, and that serious loss of life will be inflicted on the mob.

The feeling here is that there should be no further leniency in dealing with whatever crowds should assemble in the streets and become involved in the riots, since the occurrences of yesterday and to-day are deemed to be sufficient notice to all well-disposed people to keep themselves beyond the limits of danger.

MORE FIRE

PETROLEUM CARS.

BALTIMORE, Md., July 22.—This morning an incendiary fired a train of thirty-five or forty cars loaded with crude petroleum at a viaduct station a short distance beyond the city limits. The fire spread rapidly, and the cars of a train on an adjoining track were also set on fire. A locomotive was sent out, and that portion of the train not on fire was drawn off, amid jeers and cries of a large crowd of strikers. Nine cars were consumed. Notwithstanding the apparent quiet, a most excited feeling prevails.

A SASH FACTORY.

About 4 o'clock this morning, while the fire at Mt. Clare Station was burning, another alarm was sounded, and the extensive planing and sash factory of Maughlin & Son, corner of East Falls avenue and Stiles street, near the Philadelphia depot, was discovered in flames. It was totally destroyed.

TROOPS

GEN. HANCOCK.

BALTIMORE, Md., July 22.—Four hundred regular troops, including those from Fort Columbus, New York, and Fortress Monroe, arrived this morning, and are under the immediate command of Gen. Hancock. As the troops from Fort Columbus marched from the President Street Depot of the Philadelphia, Wilmington & Baltimore Railroad up Pratt street to Camden Depot,

A FEW STONES WERE THROWN

from the crowd on the sidewalk, and one of the soldiers struck. This assault was apparently unheeded, as the men marched on without halting. Said ass[illegible] promptly arrested by the police.

THE AUTHORITIES.

POLICE.

BALTIMORE, Md., July 22.—Of the 200 rioters arrested last night, a number have been taken to the Southern Police Station, and all identified as rioters promptly lodged in jail. Gov. Carroll, with a portion of his staff, still remain at headquarters at City Hall.

THE GOVERNOR

received a telegram from one of his Aides at Cumberland, stating that a most feverish state of excitement prevails. The strikers, including many canal-boatmen, are boldly defiant, and threaten serious work in case the Company attempt to move any trains to-night. Part of Gen. Hancock's command will be sent immediately to Cumberland. The police last night acted in the most gallant manner. They met, faced, and overcame rioters at every point. But for their nerve and pluck the city this morning might have been at the mercy of the mob. At 4 p. m. all was quiet here and along the line of the road.

OTHER ROADS.

UNION PACIFIC.

A STRIKE THREATENED.

Special Dispatch to The Tribune.

OMAHA, July 22.—It is feared that a strike is impending on the Union Pacific. Saturday afternoon a committee of seven appointed at Thursday night's mass-meeting, which was attended by over 400 railroad shopmen and laborers, called on General Superintendent Clark, who is also Managing Director, to consult with him in reference to a reduction of about 10 per cent which was made July 1. The Committee had been instructed to request him to correspond with the chief officials in the East and try and get them to withdraw the order of reduction. They asked Mr. Clark if some compromise could not be effected. Mr. Clark stated that the order of reduction was irrevocable. It was then asked if there would be any use in referring the matter to Gould and Dillon, to which he answered in the negative, but expressed himself

WILLING TO DO SO

if they desired it. The matter was not pushed further. The consultation lasted about one hour. They will report the result to a mass-meeting of workingmen to-morrow evening.

The people seem to expect a strike on Tuesday or Wednesday, but hope such trouble will be avoided.

Representative engineers from all four divisions of the Union Pacific have been in town for the last two or three days, holding frequent secret consultations at their hall and elsewhere. They have taken no part in the proceedings of the employes of the railroad shops.

Within the last four or five years the Union Pacific employes have been cut down five or six times, either in money or working-time, so that the total reductions amount to

BETWEEN 25 AND 30 PER CENT

of the original wages, and this last reduction may be more than they will stand.

To-day the Omaha Smelting-Works Company, employing about 200 men, raised its wages 25 cents to the man, raising them to the old pay from which they had been cut down some months ago. This is regarded as an encouragement to the Union Pacific men.

News from the Eastern strikers is watched with intense interest here. Committees from the Chicago & Northwestern, Chicago & Rock Island, and Chicago, Burlington & Quincy are said to be in town to-day, in conference with the Union Pacific men.

ILLINOIS.

SPRINGFIELD.

THE FEELING.

Special Dispatch to The Tribune.

SPRINGFIELD, Ill., The railroad strike has not locally affected the railroads centering here as yet. The railroad employes met and grouped together to talk over the situation, and seem highly elated over the success of the strikers elsewhere, but action here is dependent upon that of the meetings at other points. It is rumored that the employes of the Springfield Division of the Ohio & Mississippi will strike to-morrow, but some of the men deny it, and the Division Superintendent has no such information. The Illinois Central and the Chicago & Alton employes say they don't intend to strike, and the Wabash men await the result of to-night's meeting at East St. Louis.

THE MOST INTENSE EXCITEMENT

exists. The Superintendent of the Springfield Division of the Ohio & Mississippi has directed

that no freights go East, according to the direction of Receiver King. There is still some fear of the Ohio & Mississippi men, main line, massing at Flora Junction, in which event the militia will probably be ordered out. It is certain that the sympathy of all railroad brakemen, switchmen, and other train employes here is with the strikers.

CHICAGO.

RAILROAD LAW.

INTERFERING WITH RAILROADS.

It will no doubt be remembered by the general reader, if not by the railroad man, that the last Illinois General Assembly passed a very useful act, which, if enforced, will put an end to railroad strikes, so far as they interfere maliciously with any kind of traffic. The act is not a long one, and it will be well for each intending striker to read it carefully through, and observe with great particularity that portion which renders him liable to be tried for murder, convicted, and hanged by the neck until he is dead, for one of the amusements with which strikers pursue when endeavoring to convince people that capital should not override its master. Following is the text of the law:

Whoever willfully and maliciously displaces or removes any switch, signal, or rail of any railroad, or breaks down, rips up, injures, or destroys any track, bridge, or other portion of any railroad, or places any obstruction thereon, or places any false signal upon or along the line of any railroad track, or does any act to or with any engine, machine, or car of such railroad, with the intent to obstruct or prevent the use and operation of such railroad, or with the intent that any person or property being or passing on or over such railroad should be injured thereby, shall be imprisioned in the Penitentiary not less than one nor more than five years. Or if, in consequence of any such act, done with such intent, any person being or passing on or over such railroad suffers any bodily harm, or any property is injured, the person so offending shall be imprisoned in the Penitentiary not less than three nor more than ten years. And if, in consequence of any such act, done with such intent, any person is killed, the person so offending shall be deemed guilty of murder, and punished accordingly.

THE SITUATION.

THE APPALLING NEWS FROM PITTSBURG

yesterday morning caused the utmost excitement among the railroad officials in the city. Although it was Sunday, yet the telegraph offices of the various lines were opened at an early hour, and dispatches sent in all directions asking for the state of affairs and the feeling of the men at the different points along the respective roads. The replies in nearly every instance were that everything was quiet, and that the employes persisted in a silence which boded no good. The most activity prevailed at the office of the Pennsylvania Company, corner of Clark and Randolph streets, where Assistant General-Manager Gorham and his assistants were busy all day and all last night receiving and answering dispatches. Mr. Gorham was kept well informed all day of the state of affairs at Pittsburg. He kept up unusually well under the distressing news he was continually receiving. A large number of railroad men called at his office during the day to hear the latest from Pittsburg, and to consult in regard to the critical situation at this point. Though there was nothing to indicate trouble at this end of the line, yet the officials of the road were convinced that an outbreak was merely a question of time, and therefore they decided to

WITHDRAW ALL FREIGHT TRAINS FOR THE PRESENT,

and thus take away the opportunity from the men to strike. The regular 5 o'clock p. m. passenger train left here on time, the sleeping-car being well filled with passengers. The strike on this road extends thus far as far west as Fort Wayne, where the freight trains were stopped by strikers.

At the Lake Shore & Michigan Southern office General-Manager Newell and Division-Superintendent Parsons were busy like beavers all day. Until after noon Mr. Newell was in hopes that a strike on his road might be averted. It is understood that he was considering the reduction of the pay of the employes of his road, but it could not be ascertained what steps he has taken in regard to this matter. It is not believed that a restoration of wages at this time would have any effect whatever, as the railway employes are no longer able to control the situation, the direction of affairs evidently having passed into the hands of the Communists and trades-unions, whose leadership is everywhere discernible. Manager Gorham, of the Fort Wayne, asked Mr. Newell to take the same step that he had done in regard to the stopping of all freight trains, but Mr. Newell thought there was no necessity for this, as he would be able to get his freight through in any event via the Canada Southern, with which he connects at Toledo. He telegraphed the managers of that road asking if they could receive 3,000 car-loads of freight from him. It is not known what answer he has received, but supposing even that his answer had been a favorable one, it is hardly probable that the freight will get through that way, as, according to latest advices, the strike on his road extended as far west as Toledo. The strike commenced at East Buffalo, where the men struck simultaneously with those on the New York Central. Shortly after information was received at the office in this city that the men at Cleveland had also struck. From this point a committee was dispatched to Toledo to induce the men there to quit work, and it is understood that a committee is now on its way to this city to induce the men here to follow suit. It is the general opinion that

THE STRIKE IN THIS CITY

will be inaugurated on this road, from whence it will spread to the Rock Island and other roads. So far, no depredations of any kind have been committed by the strikers on this road.

THE PAN-HANDLE ROAD,

like the Pittsburg & Fort Wayne, has decided to withdraw all freight trains, and thus take away the opportunity from the men to strike at this end. The strike on this road extends West as far as Columbus, where there is some danger of trouble, the men being inclined to commit depredations.

The other Chicago roads are still free from trouble at all points. Most of the roads leading to the West still pay good salaries, and some of them have made no reduction at all. If the men on these roads were left to themselves they would not strike at all, but it is feared that they will be driven to take part in it by the employes of other roads. If they strike they will do so merely out of sympathy for the others.

THERE IS MUCH DISCONTENT

among the men on the Rock Island, and those on the Burlington also grumble about the reduction that has been made in their pay. The Northwestern officials claim that the men on their road are all satisfied, their pay not having been reduced lately. If the men on any one of these roads strike the men on the other two roads will undoubtedly have to join them, as the three roads pool their earnings. The men are evidently awaiting the action on the part of the Union Pacific employes, who are expected to strike to-day. There were some rumors during the day that the employes of the Chicago, Milwaukee & St. Paul had notified the managers of the road that unless their wages were restored they would go on a strike. It is claimed that there has been no reduction made by this road lately, and that the above rumors could, therefore, not be true.

THE MANAGERS OF SOME OF THE WESTERN ROADS

held a conference yesterday at the office of the Chicago, Rock Island & Pacific Railroad in order to take some concerted action, but, owing to the absence of some of the Managers, nothing could be done. The most favored plan is to shut up the shops and stop all freight shipments until the present crisis has passed. Another meeting will undoubtedly be held to-day, if the situation has not changed, to take action in regard to this matter. The Express Companies sent no goods East last evening, being so advised by the Managers of the railroads.

Information was received here last evening that Gov. Hartranft, who is on his way back from the West to Pennsylvania, would not come via Chicago for fear of not getting through, but would go via a Southwestern route.

THE RAILROAD MANAGERS

discussed yesterday, among other things, the advisability of a lock-out on their part. They felt that, while there might be at present no discontent on a railroad, yet if the men on all the other roads struck, those on this particular one would be unable to resist the pressure, and would be swept along with the current. The striking of one road in Chicago meant in reality the strike of all. The question was, therefore, whether it was not better to anticipate this situation, and have a lock-out rather than a strike,—that is, have all the roads to stop running freight-trains, continuing simply their passenger trains. Then there would be no difficulty about moving freight, for there would be none to move. The strike on the Eastern roads had blocked the Baltimore & Ohio, the Pennsylvania Company, and the Michigan Southern. The only connection left by rail was the Michigan Central. It was not unlikely that they, too, would go, and then there would be no real connection left with the East—no means of disposing of much of the freight which might arrive here from the West. Some of it can be sent by water, much of it, like cattle, would have to go by rail. To continue receiving here would cause a gorge. Would it not be better, then, to to stop receiving it? Simply say to the men that no hands were wanted for freight trains at present, but, when they were, they would be notified. It was impossible to secure unanimity of action, owing to the fact that the managers of some of the roads were confident that their men would stand firm against whatever influences might be brought to bear on them.

FEARS WERE ALSO ENTERTAINED

by the railroad men that, while the hands might not, under ordinary circumstances, be induced to strike, yet that the pressure and the persistent agitation on the part of the Workingmen's party and other organizations would force them into it; or some riotous mob might make a demonstration which would set the ball in motion, and the railroad employes would be half driven and half swept along in the movement. This was something which they felt themselves unable to avert by any concessions or by any increase in wages, and how to deal with it they did not know, except to wait patiently and see what turned up.

THE WAGES

on most of the Western roads are better than those on the Eastern. Those on the roads where the recent strikes have taken place have been cut down to a minimum. There are very few Western lines, and those insignificant, on which such small wages are paid. There is not on that account, therefore, so much reason for a Western strike; but the union of sentiment and feeling between the railroad employes is such that those on one road were very apt to strike simply because those on the other have done so.

There was a rumor last night that the men on the Burlington & Quincy would stop at 2 o'clock this morning. Nothing definite could be ascertained on the subject.

THE BALTIMORE & OHIO.

A report was current among employes at the Central depot last night that the men at the South Chicago shops of the Baltimore & Ohio Railroad Company had held a meeting, and resolved to strike to-day unless their demands for more pay were complied with. In the same connection it was stated that two pieces of artillery had been seen going down State street, and they were intended for use against the strikers at South Chicago.

Reports were also afloat that there would be a demonstration at Sixteenth street and Stewart avenue this morning, and, unless the demand for more wages was acceded to, the workingmen of the Chicago, Burlington, & Quincy Railroad would blockade the track, and tear it up if the corporation attempted to run trains.

The above were vague rumors, that could not be traced to any reliable sources, and are given to show the extent to which the excitement has grown.

THE ROCK ISLAND.

Among the roads which rumor busied herself with was the Rock Island & Pacific, the employes of which were credited with a desire to help out the Eastern strikers by organizing a break here. Perhaps because the shops and round-houses were so far away, or for some other less tangible reason, the rumors were more plentiful concerning this road than any of the others. To get at the truth of these stories, a reporter went out last evening to the shops of the Company, which are a scandalously long way off, to ascertain if possible what were the intentions of the men. As is usual on Sunday, the shops had no tenants, even in the way of visitors; but a number of the employes were found round about and talked to, though with wonderfully poor success. None of them knew, or at least all professed not to know, of any intention to strike, on an independent or united basis. The only thing that could be known was that the people to whom they looked for advice and direction had not shown their hand. The universal feeling was that the decision of some man, or body of men, which might come at any moment, would send all the men out. Meantime they took matters easily and philosophically, and professed to be willing to do as "he" directed. The expression most common was that peace would be preferred to a row, but, at the same time, they were ready and willing to engage in a campaign if called on. It is clear that the new organization of railroad employes has as members a good share of the Rock Island subordinates.

THE MICHIGAN SOUTHERN.

At the Lake Shore & Michigan Southern round-house all was quiet as the grave. A citizen in the vicinity, questioned as to the probabilities, said that all was quiet, but he had heard that the employes had given the Company until noon to-day to consider their proposition. This is understood to be a demand for the rates which formerly prevailed, and the men are said to feel confident that they will succeed in carrying their point. So far there has been no motion made as to interference with the course of business, and the cars have left on time.

RAILROAD MEN.

A SMALL MEETING.

A few railroaders who met Saturday evening along Stewart avenue, and who had great hopes of an uprising in this city, endeavored to raise a crowd all day at the corner of Stewart avenue and Wright street. In anticipation of the event, the street was studded here and there all day with groups of two or three, awaiting the opening of the meeting. But the leaders failed to put in an appearance, and it was fully 8 o'clock before anything was done. At dusk they began to come in all directions to the house of William Fitzgerald, on the northwest corner. Only those known to be in sympathy with the strikers were admitted, and when business was commenced a crowd of perhaps twenty-five or thirty had been gathered inside. These consisted solely of firemen, brakemen and switchmen of the Michigan Central, Michigan Southern, and Rock Island Roads. The Pittsburg & Fort Wayne was not represented to any extent, the men not caring to show themselves in any such movement so close to their place of employment. The transactions were, of course, secret, but it was vouchsafed to the reporter that no action whatever had been determined upon. If the Michigan Southern and Rock Island employes struck, as it was thought they would, the strike would, of course, include all the roads. But all violence was deprecated, save towards any who should offer to take their places at present rates.

While this was in progress

PARSONS,

the workingmen's friend, appeared upon the scene. His attendants really were mostly stragglers, who stopped through curiosity as they were passing, yet there were a number of women and children present. The meeting was orderly, and so much so that it could not be said that there was any enthusiasm,—certainly there was no action taken looking to any riotous demonstration to-day, although it was noised about that an agreement had been reached before the meeting to that effect. Parsons was the orator of the evening, and he commenced late and ended ditto. He advised his hearers to strike at once, and cast their fortunes with the workingmen at Pittsburg, and his solution of the trouble was that the workingmen's hours of labor should be reduced one-half without any reduction in their pay, which would give the unemployed work. This much achieved, the corporations and capitalists would be in the hands of the workingmen, and they could name their own wages, etc. He deprecated the idea of destroying property, or following the example of Pittsburg, and this sentiment was loudly applauded. The meeting dispersed with the announcement that the workingmen would assemble again this evening at different points.

DURING THE MEETING

passenger train No. 4 on the Fort Wayne came down the road and stopped nearly opposite. To it were attached a number of vacant coaches that looked as though the Company was removing its stock to the suburbs. A few mischievous boys and girls took advantage of the stop by taking out a coupling-pin, so that when the engine started a portion of the train was left behind. The engine backed up at once, and went on unmolested. This trifling occurrence gave rise to an ugly rumor that the mob had attacked the train.

THE WORKINGMEN'S PARTY.

MEETING AT SACK'S HALL.

A mass-meeting of workingmen was held at 3 o'clock yesterday afternoon at Sack's Hall, corner of Brown and Twentieth streets. The hall was crowded almost to suffocation. The meeting was called by the American Section of the Workingmen's Association, and Mr. Paulson was elected Chairman. After electing a Secretary, the Chairman announced the object of the meeting to be the organization of a People's party in the West to operate with their brother-workers in the East.

John Schilling was introduced as the first speaker. He said he was tired from his exertions of the night before, but he would do his best. He alluded to the intense excitement which prevailed on account of the riot in the East, and brought up the principle of the eight-hour system. He deprecated the introduction of automatic machinery, as a breeder of idleness, which could only be overcome by reducing the hours of labor. He spoke of the good old times when a man was able to earn an honorable livelihood for himself and family by wheeling coal and elevating grain in a basket. Another plank in the manifesto was the idea of placing the management of all railroads and telegraph lines in the hands of the Government. This would do away with railroad kings and monopolies generally, who drew princely salaries and sat and plundered the people at their leisure. The post-offices of the country were never known to have a strike. This was because the Government knew what was necessary for the men to live upon. He dilated upon the circumstances where girls, working in shirt factories, etc., made barely enough money each week to pay their board, and to obtain their clothes they were compelled to resort to prostitution.

A. R. PARSONS

was next called for, and as he made his appearance upon the platform he was uproariously cheered, showing his popularity. He commenced his harangue by stating that they had met to consider calmly the labor question. He said that the press of the country was controlled by monopolies and tyrants, and they had ever evaded the labor question, and never would give them a fair show. The papers were all published in the interests of monopolists. Thus, the men had no means of reaching each other. If a meeting of laboring men was called, they were called "Communists," and dismissed with a paragraph. He read an editorial from THE SUNDAY TRIBUNE entitled, "What Are We Drifting To?" which he said strove to give a reason for the hard times, and which he criticised considerably. THE TRIBUNE was working for its own interests, and the other great papers of the city were working for their own interests. He also read an editorial from the *Sunday Times*, which he treated with contempt as far as its logic was concerned. "If," said the orator, "the proprietor has a right to fix the wages and say what labor is worth, then we are bound hand and foot,—slaves,—and we should be perfectly happy; content with a bowl of rice and a rat a week apiece." [Cries of "No!" "No!"] He said that the statement that the proprietor and the workman had equal liberty and independence was an infamous lie on the face of it, as any person of common sense could see, and did see, at a glance. But if the laboringmen would agree to work from twelve to fourteen hours a day for the "bosses," and allow the latter to take five-sixths of the profits, then the laboringmen were themselves to blame. He again spoke disparagingly of the wholesale use of machinery, which enabled the proprietors to control labor and reduce wages to starvation figures. The idle man must have work at any price, and he would go and offer to work for less than some one of his fellows and crowd him out, and let the latter become a vagrant and a tramp for awhile. The machine was the capitalists' servant, but it was the workingman's master. Machinery, however, was the greatest blessing that human nature knew anything about, if it was properly manipulated. The post-office was a machine, the common-school was a machine; and the speaker gradually drifted into his hobby of co-operation, which was too deep a subject for his audience to contemplate, as could be seen by the dearth of applause which had heretofore greeted his efforts. He closed with an earnest exhortation to his hearers to organize.

The Chair then read the platform, and explained the principles of the "People's Party."

After the speaking, the muster-roll was unfolded and all were invited to come forward and enlist. It was also announced that a mass-meeting would be held at the corner of Market and Madison streets to-night, and likewise one at the same place Wednesday evening.

HALSTED AND TWELFTH.

During the afternoon there was considerable stir at the corner of Halsted and Twelfth streets, and quite a crowd of workingmen gathered, expecting a meeting to be held. They were disappointed, however, and in their disappointment were inclined to be noisy and demonstrative. They could not be said to be representative men, for not a few of them were intoxicated and exceedingly warm-headed, and at times insulting. They were clamoring for some one to dispute with them, but such as differed in opinion were discreet enough to avoid any controversy. It would not have been difficult to have provoked a fight at several times if there had been any one around to have picked up the gauntlet so often and defiantly thrown down. The burden of their grievances was the railroads, and they were thoroughly in sympathy with the Pittsburg strikers and in the movement of workingmen against corporations. One of the more noisy gave vent to his feelings in an excited manner by saying that he would lead the crowd to prevent any trains coming into the city this morning, and would even then take the initiatory in tering up railroad tracks. The sentiment met with a hearty reception by those who heard it, but the proposition was not carried out, nor did there appear to be any desire to do so at that particular time. Others expressed themselves equally pointedly and emphatically in different directions looking to riotous proceedings, but very little attention was paid except to listen. The strange feature of the gathering was that those most demonstrative and noisy were strangers to one another. Trouble was avoided simply because, to all appearances, the entire crowd was in sympathy.

SYMPATHY FOR THE STRIKERS.

A meeting of the Executive Committee of the Workingmen's party of the United States was held yesterday morning at their headquarters, 130 West Lake street. There were present Messrs. Strehll, Stein, Schilling, Philip Van Patten, L. Thorsmerk, C. Pfeifer, Mr. Schofhafen. It was resolved that an appeal be issued this morning, calling upon all workingmen to assist and sustain the strikers in the warfare which they are now waging in defense of justice and equal rights. A sub-committee was appointed for the purpose of drafting the appeal.

It was also resolved to issue a manifesto to the working people of the country, demanding that the working hours be reduced to the lawful number of eight, so that the workingmen may to a certain extent, be less injured by the machinery which has been recently introduced, and whose effect has been to throw thousands out of employment. It will also be demanded that the railroads and telegraphs be

TAKEN POSSESSION OF

by the Government, and operated by it instead of longer remaining in the hands of the corporations.

It was also resolved to send a letter or dispatch of sympathy to President Arthur, head of the Brotherhood of Locomotive Engineers, pledging him and his the assistance of the Workingmen's party.

This organization, it is claimed, has 120 sections in the United States, two or three of which are in Chicago. One of its Secretaries states that there are 20,000 people out of employment in Chicago who are ready to join in anything which will give them, first, employment; but, anyway, bread.

PRECAUTIONARY MEASURES

THE CITY AUTHORITIES

are alive to the possible occurrences of to-day, and have taken steps to preserve the peace in case any disturbance happens. His Honor the Mayor, Superintendent Hickey, Col. Sherer of the First Regiment, and Gen. Torrence, representing the Second, were in conference for about three hours at the City-Hall yesterday afternoon. While none of them seemed disposed to consider a riot as a certainty, the reports brought in by detectives were of an ominous character, and it was deemed best to adopt such precautionary measures as the contingency appeared to demand. These officers had been among the railroad hands and the unemployed men all day, gathering from their talk what it revealed of their intentions, and some of the remarks (perhaps not indicating the prevailing sentiment) justified the conclusion that the ball would open this morning on several of the roads. So far as

THE RAILROAD MEN THEMSELVES

are concerned, it is not expected that they will make any demonstrations of a riotous order; but the apprehension is that when they quit work the disreputable element will come to the front and (as is probable), being joined by some unemployed workingmen, will try to do something which will require the presence of the police and the available militia. Accordingly, orders have been issued to the Captains of Police to keep all the reserves in hand; and the First and Second Regiments and detached companies will be notified early this morning of the signal agreed upon for their assembling at their respective armories for duty. There are about 2,000 soldiers in the city; two-thirds of them, or 1,500, would doubtless respond to the call. These, with the 450 policemen, are thought to be more than a sufficient force to prevent any outbreak on the part of those likely to take part in one.

SHOULD MORE TROOPS BE NEEDED,

they will be ordered here. A telegram was sent to Gov. Cullom at Springfield last night, and he answered that he would be here this morning. So he will be on the ground, and, should circumstances warrant it, will order all the troops in the State to the scene. Extra ammunition was procured last evening for the militia and police, so that no delays will occur on that account. The Mayor and Superintendent Hickey are of the opinion that the peace will not be broken; but if their judgment, after carefully looking over the situation, proves to be ill-founded, they will do their utmost to preserve life and property; and, with the force at their command, they do not question their ability to do it.

THE POLICE MUSKETS

have been located in the West Division, as has also about one-half of the large quantity of ammunition which was on hand at the last breaking out of the Communists. The rest of the ammunition and fire-arms galore, including two large cannon, are arranged in the arsenal of the Armory, ready for use at any moment. The men have been under drill until the hot weather set in, and are said to be in excellent drill for any such outbreak. These arrangements have been made not so much through fear of an outbreak as with a determination to be able to quell any rowdyish element that may crop out should the railroaders determine to strike.

THE SECOND REGIMENT.

WHAT IT WILL DO.

There was a great deal of curiosity shown during the day as to what position the Second Regiment would take in the event of an outbreak, since so many belonging to the regiment are workingmen, many of them in the employ of the railroads. A TRIBUNE reporter met Col. Torrence, but, knowing him so well, and knowing of the riotous demonstration he had quelled while in charge of one of the largest manufacturing establishments in the country, did not ask him any questions. He was on the alert and closely scanning the dispatches from Pittsburg as they were made public, and no one manifested a deeper interest in the results than himself. In the afternoon he visited the armory and talked with such of his command as were around, advising them to be in readiness to respond with soldierly promptitude to the signal of alarm. He had no apprehensions of an outbreak, but, remembering that it was best to prepare for war in time of peace, took the steps he did. Last evening, in fact all day, a guard was in charge of the armory, lest it should be pounced upon by some combination, and a reporter took occasion to converse with several of the officers and many of the men. They were all found to be deprecating the turn-affairs had taken at Pittsburg, and

READY TO SHOULDER THEIR MUSKETS

and do service to save the property of the city from the hands of rioters, even though they were workingmen. They said they would respect the order of their commanding officer, and this ought to set all misgiving at rest.

A circumstance occurred at the armory yesterday afternoon which made some people apprehensive, but from all that could be learned there seems to be no ground for their fears. While several members of the regiment were discussing the probabilities of turning out, a man came in and looked around the room, and then began asking questions. He wanted to know whether it was true, as he had heard, that there were 8,000 rounds of ammunition in the armory. He was told there were 16,000. Then he asked several for other information, whether there would be any men in the building all night, etc., being more than usually inquisitive. He was of course "stuffed full," as the saying is, and went off apparently satisfied. Now, this man, while evidently a workingman, may have had a sinister motive in making these inquiries; but it is more than probable that he was a joker, and wanted to alarm the boys a little by giving them the impression that an attack was to be made on the armory, with a view of securing the guns and cartridges. This idea, though doubtless absurd, provoked some alarm, and, to guard against such a contingency, a detail of men was stationed at the armory all night to protect the property.

THE NORTHWESTERN.

A TRIP TO THE CAR-SHOPS.

While there was doubt, disturbance, and trembling down-town, and rumors of strikes upon the Michigan Southern and Pan-Handle Roads were rife, there went up a general exclamation, What will the Western roads do? In effect, will the lines running west and south from here be forced to stop in any case, and will an interruption to our great Northwestern and Western traffic result from anything which has happened at the East? Half of these questions and inquiries had the word "Northwestern" in them, and more than half of the doubt was based on the unknown action of the Northwestern employes. To solve these doubts as far as they could be solved, to ascertain the intentions of the Northwestern employes as far as they could be ascertained, and to predict peace or war as accurately as they could be guessed, a reporter was yesterday sent out to the shops at West Fortieth street, where the employes of the Northwestern are likely to be found of a Sunday. The long rows of cream-colored brick erections were found quiet enough, and only here and there were signs of life. A switch engine was moving its fitful way forward and back, making up a freight train, while upon the track and in shade of the blocked cars were any quantity of men off duty, standing and sitting, enjoying meanwhile the black pipe which may fairly be called inevitable. They looked with about 50 per cent of doubt upon the wanderer, doubting whether he might be a company's spy or McAuliff, the bold talker of the discontented. There ensued conversation, and it was not long before the latest edition of THE TRIBUNE was read aloud to a crowd. The comments were instructive, and very

FAIRLY REPRESENTED THE OPINION OF THE HEARERS,

brakemen, workmen, firemen, and what not. These are samples:

"Thim wasn't railroaders; thim was bums and roughs that shot the soldiers."

"What would they get but the rope for shooting a man wid the cross-belts on?"

"Well, begorra, they won't get me into a row with aither side, leasht of all to break the law."

And then there arose, as one having authority, a man having two knots of whiskers, like a squirrel, with an easy speech and a head of more use than to grow hair on. By the time he spoke there was quite a crowd about, and before he finished a considerable number gathered around and listened to him. A looker-on said, in answer to a question, that he was one of the chiefs of the new organization which has taken the place of the Locomotive Engineers' Brotherhood. Whether he felt called on for a speech or was incited to express his views by what had been spoken, who can say? Anyhow, he said what he had to say without interruption and with general approval.

"If any of you," said he, "have an idea that it will be

GOOD FOR YOU TO HAVE A ROW,

you haven't been through what I have. There are some of you who were in the Southern strike,—it might have been a matter of three or four years ago,—and you all know how we came out of that ["We do; yes, we do!" from the crowd]; and you know well enough that we didn't make anything out of it. As far as this row is concerned, I can't see that we have much to do with it; we never got as low wages as those Eastern fellows anyway, and the Company has never asked us to take lower than what we are getting. I don't doubt that if we were to go out, we would get a raise if we didn't ask for too much, and more than that I know that we would get the sack, every man-jack of us, in a month or two. They wouldn't dump us in one week, or two, but they would put off a few at a time until they got shut of the lot. Don't I tell you I was in the Southern troubles, and I know how it was there. Suppose these Southern fellows strike to-morrow, the Company will maybe let them go on for a while, and then they'll dump them sure enough. They will put a cross against the strikers, and then they'll dismiss, and they'll put a double cross against some of the names, and those fellows, if they have been too mighty busy about the thing, why, they will take an "off" about ten years at Joliet. I tell you, boys,

IT AIN'T WORTH WHILE; I HAVE TRIED IT.

I was in a strike at ——, in the South, and in one or two more, and I always got a long way the worst of it. Besides, this ain't such a bad road; it's the best road I ever worked on. I tell you them fellows what run it know all there is to know about the business that they have to do. There's Hughitt, and Wheeler, and that other fellow, I disremember his name; they've been through Iowa, and Minnesota, and Wisconsin, to say nothing of Illinois and the other States further off, and they've been a-figuring, and a-dividing, and a-putting down, till I verily believe that Hughitt could tell you how many car-loads they will get this fall. And besides, they pay us more than them Eastern fellows, anyway; and why should we kick about what we have got when, if we rear up and scuffle round about it, it's a chance whether we get any more or any less. There hasn't been a cut on the Northwestern for a long time, and when the last one come it was on the engineers, and it stands to reason I could kick about that if anybody could. But I tell you that a man who gets good, steady employment at fair wages is mighty lucky, and he deserves to pinch his belly if he risks what he has to get more. The whole thing is, we should be fools to go out now unless we should be put on more than we have been."

This short opinion of a veteran was much approved by the pipe-smoking party, and they generally added a few words of coincidence. Later, the reporter happened in at several places of public resort, where were plenty of brakemen, engineers, and other employes.

THE UNIVERSAL OPINION WAS

the same as that recorded above,—that they would be foolish to make a break on the Company as long as the Company was easy with them. The situation in the Northwestern shops yesterday may be summed up, therefore, by saying that there is no danger of a strike growing out of anything that has happened. If one comes it will result from some action of the Company not yet made known, or from some cause the operation of which the reporter could not discern yesterday.

WHO'S TO PAY?

BAD NEWS FOR THE LOSERS.

The question, "Who is to pay for all the property destroyed during the strike?" is by no means an unimportant one. A reporter called last evening on Mr. Thomas Dent, of the law firm of Dent & Black, for the purpose of obtaining that gentleman's opinion as to the responsibility for the losses incurred, and a conversation somewhat like the following occurred:

"Can the insurance companies be held liable under their policies, or will they be exempt under the provisional clauses covering such emergencies?"

"They would very likely be excused, as they do not insure against riot or losses arising from riotous proceedings."

"How do the railroad companies stand?"

"They are legally liable for any loss which they can prevent—not only any loss that arises from their own fault, but also from any losses which they might avoid by care or diligence. If the strikers can be said to be in the employment of the Railroad Company, there would be no doubt but that the Company would be fully liable for any acts they might commit. But if they were not the servants of the Railroad Company specially, but were rather public enemies, it would be doubtful whether the companies would be liable or not. They will be very great sufferers in respect to their own property, and the State, city, or county cannot be held liable for the loss."

"COULD THEY NOT BRING SUIT AGAINST THE AUTHORITIES TO RECOVER?"

"Municipal authorities have not been held liable for the acts of rioters. Sometimes the States make voluntary contributions, but a State is not legally liable for any such loss of property. Laws have been proposed sometimes to hold particular localities liable. It was proposed a few years ago in Congress to have such a law, but it was not enacted. The main question would be, as between the third parties, whose goods were destroyed in transit, and the railroad companies, whether these third parties could hold the companies liable for the loss of goods intrusted to their care. Now, without having given this subject special consideration, I should say that the companies cannot excuse themselves, unless it be on the ground that these men who committed the acts of depredation were public enemies."

"Is there any doubt about their being of that character?"

"No, not in the ordinary sense of the expression. I suppose the railroad companies would not admit that these men were their employes when they committed these riotous acts. Still, the companies might not have given them their discharge. It would seem as if it was the mob that caused this destruction of property, but whether the violence was chargeable to the strikers or to the outside mob would, to some extent, be difficult to prove. If these acts were those of the outside mob, it would, of course, be hard to fix the responsibility upon the railroad companies for the acts of all."

"MUCH OF THIS MERCHANDISE

is shipped by the fast-freight lines. What would be the chance of recovering from them?"

"They are much harder to reach than the railroad companies. They are shielded behind a kind of a fiction. That is, they have the name, but when you try to reach them you find that the railroad companies have agreed to prorate with them and divide their business to some extent. No, it would be better for third parties to go directly to the railroad companies than to try to recover from the fast-freight lines."

"But it is pleaded that, since the railroad companies pay tax for the purpose of protection, and since they have not been protected, the civil authorities should be responsible for the losses incurred through the absence of that guaranteed protection."

"That is a suggestion as to what the law ought to be rather than as to what it really is."

"Altogether, then, the chances of recovery are quite small."

"It would seem so. If the persons committing the depredations were at the time in the employment of the Railroad Company, the rules which have generally been applied in such cases would make the Company responsible. The probability is, however, that the Railroad Company will deny that the rioters had remained in their service, or were undischarged at the time of the riotous acts, and will insist that the persons committing the depredations were the mob of public enemies, and the modern doctrine would, in that state of the case, seem to excuse the Railroad Company. On the other hand, neither the State, county, nor city can be held liable. The loss will therefore fall on the Railroad Company as to its own property, and it will be quite questionable whether third parties can recover for the loss of their property. As an off-hand opinion, I should suppose that the insurance companies would be bound to be guarded by the provisions in their policies from losses arising from the mobs and mob-violence."

"In other words, people will be obliged to quietly pocket their losses?"

"It doesn't seem as if there was any relief, although of course efforts will be made through the courts to recover. One lesson to be drawn from the strike, I think, is, that something should be done so that hereafter the public interests will be more guarded in such emergencies."

From all of which it would appear that the railroad companies, as well as private sufferers, are left without any hope of relief.

PUBLIC FEELING.

THE MOST INTENSE INTEREST

prevails in this city among every class of people. Men, women, and clergymen talked of nothing else all day yesterday. Upon the streets, in the horse-cars, and at home, the strike and the strikers formed about the only topic of conversation. Men visited their neighbors in the evening to discuss the matter, strangers waived introductions and all formality in riding from one point to another, and conversed earnestly with each other upon the news of the day as fur-

(Continued on the Fifth Page.)

THE TRIBUNE BRANCH OFFICES.

IN ORDER TO ACCOMMODATE OUR NUMEROUS patrons throughout the city we have established Branch Offices in the different Divisions, as designated below, where advertisements will be taken for the same price as charged at the Main Office, and will be received until 8 o'clock p. m. during the week, and until 9 p. m. on Saturdays:

WILLIAM H. WINNING, Bookseller and Stationer, 154 Twenty-second-st., near Wabash-av.

S. M. WALDEN, Newsdealer, Stationer, etc., 1009 West Madison-st., near Western-av.

ROBERT THRUMSTON, West-Side News Depot, 1 Blue Island-av., corner of Halsted-st.

GEORGE HENRY, Books, Stationery, etc., 330 Division-st.

ANTON KROG, News Depot, Stationery, etc., 394 Milwaukee-av., corner of Carpenter-st.

CITY REAL ESTATE.

FOR SALE—BY T. B. BOYD, ROOM 7, 179 MADISON-ST.:

$3,600—Nine-room dwelling, barn, and lot 27x190, east front, 1240 Prairie-av., between Twenty-sixth and Twenty-seventh-sts.

$3,500—Store and lot (dwelling over), south front on Madison-st., between Leavitt and Oakley.

$4,000 each—Two good brick stores and lots on State-st., near Thirty-first.

$4,500—Ten-room dwelling, lot 25x180, east front on Wabash-av., between Thirty-first and Thirty-second-sts.

$60 per foot—72x240 foot lot, two fronts, on Cottage Grove and Evans-avs., between Forty-fourth and Forty-fifth-sts.

$2,100—Seven-room cottage, barn, and lot 25x125, No. 42 Winchester-av., between Monroe and Adams.

$5,000—Good framed dwelling and lot, south front on Chicago-av., near Rush-st.

$3,200—Nice store and dwelling, lot 20x165, south front on Adams-st., near Desplaines.

$6,600—The northeast corner of Monroe and Green-sts., lot 48x118; dwelling rents now for $50 per month; this is certainly a bargain.

$4,500—Large dwelling, and lot 42x120, on northeast corner of Huron and Franklin-sts.; rents now at $50 per month.

$3,500—Twelve-room dwelling, and lot 25x125, 114 South Green-st.

FOR SALE—AT A BARGAIN—NICE 1½ STORY cottage and lot, near Lincoln Park; small payment down. Apply to owner, 310 Hurlbert-st.

SUBURBAN REAL ESTATE.

FOR SALE—$100 WILL BUY A BEAUTIFUL LOT, one block from depot, at Lagrange, 7 miles from Chicago; $15 down and $5 monthly; cheapest property in market, and shown free; abstract free; 10-cent train already on. IRA BROWN, 142 LaSalle-st., Room 4.

FOR SALE—OR RENT—DO NOT FAIL TO GET you a home at LaGrange this week; extra inducements offered which are good houses or lots cheap on easy payments, good railroad facilities with cheap fare; also a 6-room house for rent at $8 per month. Do not buy until you see us. F. D. COSSITT or C. C. LAY, 71 Washington-st.

COUNTRY REAL ESTATE.

FOR SALE—$30 PER ACRE—188-ACRE FARM, splendidly improved, in 2 miles of Crystal Lake, 3 from Woodstock, in McHenry County, Ill.; this is one of the best farms in the county, 55 miles from Chicago.

$30—Fine stock and dairy farm of 640 acres, 3 miles from Union Station, on N. W. R. R., in McHenry Co. These are both fine farms, highly improved. T. B. BOYD, Room 7, 179 Madison-st.

FOR SALE—IOWA LAND—1,120 ACRES IN PALO Alto, Humboldt, and Emmet Counties low for cash. THOMAS D. SNYDER & CO., 14 Speed's Block, 123 Dearborn-st.

FOR SALE—GOOD DAIRY FARM, 640 ACRES, 55 miles northwest Chicago; $27 per acre. FARINGTON & HACKNEY, 105 Washington-st.

FOR SALE—$1 PER ACRE—500 ACRES OF GOOD timber land within three miles of Grand Rapids, Wis. T. B. BOYD, Room 7, 179 Madison-st.

BUSINESS CHANCES.

AN F. AND A. MASON EXPERIENCED SALESman wanted to conduct a business in Minnesota. Pays $85 a month. 145 Clark-st., Room 35.

FOR SALE—OR RENT—ROCKFORD, ILL.—A three-story factory, 40x100 feet, all in first-class repair; water power sufficient for large business. Address UPSON & HERRICK, Rockford, Ill.

FOR SALE—A DRUG STORE DOING A GOOD business, in a flourishing city of about 12,000 inhabitants. Stock a little over $5,000; central location; rent low; satisfactory reasons for selling. Address S 86, Tribune office.

FOR SALE—THE NEATEST RESTAURANT AND dining-rooms on the West Side for $300, $150 cash, balance on easy terms. 108½ South Desplaines-st.

ONE OF THE BEST PAYING DRUG-STORES IN Northern Michigan for sale; doing a yearly business of from $15,000 to $18,000; with or without the building. Also one branch store. Apply to LAWRENCE HESSELROTH, 61 East Chicago-av.

BOARDING AND LODGING.

Hotels.

351, 353, 355, AND 357 STATE-ST., THE CLARence House, between Van Buren and Harrison-sts.—Cool and well furnished rooms, with first-class board, $6, $7, and $8 per week. Table board $4.50 per week. Transient travel $1.50 per day.

NEVADA HOTEL, 148 AND 150 WABASH-AV., near Monroe-st.—$1.50 per day. Rooms, 50 cents; meals, 40 cents; per week, $5 to $7.

WINDSOR HOUSE, 178 STATE-ST., OPPOSITE the Palmer House—Furnished rooms with board. Day board $4 per week.

MUSICAL.

$10 MONTHLY WILL BUY A NEW OR SECOND-hand piano warranted five years; price $125 to $250. REED'S Temple of Music, 92 Van Buren-st.

INSTRUCTION.

AN EXPERIENCED TEACHER, LIVE MAN, SEEKS an engagement as head of a public or private school; teaches classics, sciences, music, telegraphy, phonography, military, elocution, penmanship, and discipline specialties; testimonials. Address A H H, P.-O. Box 672, New York City.

BOOKS.

CASH PAID FOR BOOKS—CASH IN YOUR HAND. Good books will always bring big prices. CHAPIN'S Cheap Book House, corner Madison and Dearborn-sts.

PARTNERS WANTED.

PARTNER WANTED—WITH CASH IN THE wholesale liquor and wine business; business man preferred; will secure the money on first-class real estate; no chance to lose, only to make. Address F 46, Tribune office.

MACHINERY.

WANTED—IMMEDIATELY, AN ENGINE OF from 12 to 16-horse power, to run a stone-crusher. Apply to S. W. WHEELOCK, Mayor, Moline, Ill.

SEWING MACHINES.

70 FIRST-CLASS MACHINES, ALL KINDS, TO BE closed at half the lowest price; now is your chance to buy cheap; all warranted; money loaned on machines. Loan office, 125 Clark-st., Room 2.

WANTED—MALE HELP.

Employment Agencies.

WANTED—200 RAILROAD LABORERS; $1.40 per day; free fare; foreman goes with the men; coal miners and farm hands, at J. H. SPERBECK & CO.'S, 23 West Randolph-st.

Miscellaneous.

WANTED—LIVE MEN TO TAKE AGENTS' Guide; fourth year; circulation, 10,000; three months, 10 cents. JAMES P. SCOTT, 80 Dearborn-st.

WANTED—A RESPONSIBLE AGENT TO TAKE charge of the business affairs of an established weekly. Address A. B. CHISOLM, 60 Broadway, New York.

WANTED—STREET SALESMEN AND CANVASSERS everywhere to sell the magic pen; no ink required; once dipped in water will write a long letter. Everybody buys at sight. Sample dozen and particulars by mail, 35 cents. C. M. LININGTON, 45 and 47 Jackson-st., Chicago.

WANTED—FEMALE HELP.

Domestics.

WANTED—A SMART, TIDY, AND STRONG GERman or Swede girl, not over 20, to do general housework in a small family. Call at 1471 Indiana-av.

WANTED—A GIRL FOR GENERAL HOUSEwork. Call at 640 West Lake-st.

Seamstresses.

WANTED—A FIRST-CLASS GIRL TO WORK ON machine or by hand for a custom tailor; steady work. 130 West Eighteenth-st.

Laundresses.

WANTED—FOUR GOOD SHIRT IRONERS; TWO washerwomen, at C. C. CLARK & CO.'S laundry, 654 West Van Buren-st.

Employment Agencies.

WANTED—SCANDINAVIAN AND GERMAN girls for private families and hotels at G. DUSKE'S office, 173 North Halsted-st., corner Milwaukee-av.

SITUATIONS WANTED—MALE.

Bookkeepers, Clerks, &c.

SITUATION WANTED—BY A YOUNG MAN FROM a country town, who has had three years' experience in business on a large scale. Is willing to work cheap. Would prefer working in an office or clerking in a store. Is a No. 1 penman. The best of references, and security furnished if required as to temperance, honesty, and talents. Address J, Tribune office, for two days.

SITUATIONS WANTED—FEMALE.

Nurses.

SITUATION WANTED—AS WET-NURSE. 142 McGregor-st.

Employment Agencies.

SITUATIONS WANTED—FAMILIES IN WANT OF good Scandinavian or German female help can be supplied at G. DUSKE'S office, 173 North Halsted-st.

Miscellaneous.

SITUATION WANTED—BY A YOUNG LADY AS copyist. Please answer immediately at 824 South State-st.

TO RENT—HOUSES.

West Side.

TO RENT—THE MOST COMPLETE AND CONVENient houses in the city for the money, now in process of erection at corner of Monroe and Oakley-sts.; to be ready for occupancy Aug. 15. Plans to be seen at our office. POTWIN & CORBY, 146 Dearborn-st.

TO RENT—700 WEST MONROE-ST., 2-STORY AND basement brick, 3 rooms deep; barn; furnace, gas-fixtures, screens, etc. POTWIN & CORBY, 146 Dearborn-st.

TO RENT—707 ADAMS-ST., 2-STORY AND BASEment stone front, with all modern conveniences. POTWIN & CORBY, 146 Dearborn-st.

TO RENT—401 WARREN AV., NEW STONE front house with parlors, dining-room, and kitchen on same floor. POTWIN & CORBY, 146 Dearborn-st.

TO RENT—2-STORY BRICK HOUSE, WITHOUT basement, No. 238 Ogden-av., in good order; rent cheap. YOUNG & SPICER, Room 6, 170 LaSalle-st.

North Side.

TO RENT—BRICK DWELLING 38 RUSH-ST., 2-story and basement, 10 rooms; immediate possession given. Apply to CHARLES GOODMAN, Room 43 Exchange Building.

TO RENT—ROOMS.

South Side.

TO RENT—12 ELDRIDGE-COURT—TWO FURnished single rooms; use of bath; private family.

TO RENT—STORES, OFFICES, &c.

Stores.

TO RENT—STORE AND BASEMENT 150 AND 152 Fifth-av.; second floor 154 Fifth-av.; third and fourth floors 150, 152, and 154 Fifth-av., with light on three sides. POTWIN & CORBY, 146 Dearborn-st.

TO RENT—5-STORY AND BASEMENT BUILDING, 50x90 feet, on southeast corner Monroe and Market-sts.; very cheap to good tenant. POTWIN & CORBY, 146 Dearborn-st.

TO RENT—STORE 108 SOUTH CLARK-ST. APply to CHARLES GOODMAN, Room 43 Exchange Building.

Offices.

TO RENT—A LARGE CORNER OFFICE ROOM. Apply to CHARLES GOODMAN, Room 43 Exchange Building.

Miscellaneous.

TO RENT—SECOND AND THIRD FLOORS OF new brick building 106 Randolph-st.; each floor finished off in one room 20x90 for business purposes; water and closet on each floor; will be rented together or separately. Apply to GEORGE A. SEAVERNS, or J. H. & J. WEIL, Room 3, 146 Dearborn-st.

FINANCIAL.

ADVANCES MADE ON DIAMONDS, WATCHES, bonds, etc., at LAUNDERS' private office, 120 Randolph-st., near Clark. Room 5 and 6. Established 1854.

CASH PAID FOR OLD GOLD AND SILVER. Money to loan on watches, diamonds, and valuables of every description at GOLDSMID'S Loan and Bullion Office (licensed), 99 East Madison-st. Established 1865.

MONEY TO LOAN ON DIAMONDS, WATCHES, chattel-mortgages, and other good collaterals. Private loan-office, 125 Clark-st., Room 2.

MONEY TO LOAN ON IMPROVED CITY PROPerty in sums to suit. Apply at UNION TRUST CO.

MORTGAGE LOANS—$1,000, $1,500, $2,500, AT 8 per cent; large amounts at 7; several small amounts of $500. JOHN H. AVERY & CO., 150 LaSalle-st.

MONEY LOANED ON FURNITURE, JEWELRY, diamonds, machinery, warehouse receipts,—any good collaterals. 166 Washington-st., Room 23.

TO LOAN—$500, $1,000, $1,500, AND OTHER SUMS in hand to loan. Mortgages bought. JOHN C. LONG, 72 East Washington-st.

WANTED—$3,000, BY A NO. 1 PARTY, IN HIS manufacturing business, on good security and liberal percentage, for one year. This is no humbug nor scheme to beat anybody. Address T 66, Tribune.

WANTED—$10,000 FOR 3 OR 5 YEARS ON property in South Chicago. Address T 3, Tribune.

MISCELLANEOUS.

A. GOODRICH, ATTORNEY-AT-LAW, 124 DEARborn-st., Chicago, Ill. Advice free; no fee unless successful; 13 years' experience. All correspondence strictly confidential.

BED-BUGS, COCKROACHES, AND MOTHS EXterminated by contract or article, sold (warranted). Houses examined free. A. OAKLEY, 160 East Washington-st.

MONTGOMERIE, ATTORNEY-AT-LAW, ROOMS 49 and 50, No. 162 Washington-st., Chicago, Ill. Correspondence solicited.

NOTICE—ALL PERSONS ARE HEREBY CAUtioned against buying, negotiating, or paying the following certificates issued by Leopold Mayer, banker to my order:

No. 2,524, dated March 28, 1877, $1,000.
No. 3,625, dated July 4, 1877, $1,100.
No. 3,628, dated July 17, 1877, $800.

These certificates were stolen from me. CHARLES LANGNER.

Chicago, July 21, 1877.

WANTED—A HOUSE FOR THE PURPOSE OF moving on Wentworth-av., near Thirty-fifth-st. Call at 488 Union-st.

TO EXCHANGE.

TO EXCHANGE—FOR LUMBER IN CHICAGO—A farm of 145 acres within four miles of county seat and one-quarter of a mile from depot of a projected railroad, now graded and ready for track, in one of the most desirable locations in the State of Illinois; price, $25 per acre. Address T 85, Tribune office.

TO EXCHANGE—SAVINGS BANK DEPOSIT ACcounts taken at 10 per cent premium in exchange for lots in Maplewood and vicinity, and at Central Park at acre prices. S. W. KROFF, Room 14 Methodist Church Block.

TO EXCHANGE—AN ELEGANT FINE BRICK residence with framed dwelling, barn, and lot 72x116; rent, $1,400; on corner Fulton and Peoria-sts.; want a hotel in country town or good farm worth $10,000, clear.

$2,000—A fine stallion for a good piece of wild land in Michigan, Iowa, or Minnesota. T. B. BOYD, Room 7, 179 Madison-st.

WANTED—EXCHANGE—160 ACRES OF NO. 1 Iowa land and some cash for a small stock of groceries. Address J W S, Commercial Hotel, Chicago.

HORSES AND CARRIAGES.

AUCTION SALES OF HORSES, BUGGIES, HARnesses, etc., Tuesdays, Thursdays, and Saturdays, commencing at 10 a. m., at WREN & CO.'S, 196 and 198 Washington-st. Stock on hand at private sale.

AFTER EXAMINING ALL THE STOCKS OF CARriages in the city, and hearing the big talk indulged in, we would invite inspection of our variety of carriages, buggies, and phaetons, etc. We think we can convince you, by a little common sense, that the best place to buy a vehicle is at 218 Wabash-av. G. L. BRADLEY.

FASHIONABLE CARRIAGES—WE HAVE NOW in stock a large assortment of our well-known pleasure and business buggies on eliptic springs, side-bar, and Concord springs, tops and no tops; also elegant four and six passenger rockaways, cabriolets, Victorias, phaetons, etc., etc., that we are selling at popular prices. Also a large variety of good second-hand work, including top and open buggies, phaetons, and carriages, road wagons, etc., canopy-top phaetons to be closed out. We handle all branches of carriage repairing promptly, in the best manner and at reasonable prices. PENNOYER & CO., 390 to 396 Wabash-av.

FOR SALE—THREE FINE CARRIAGE TEAMS and two single drivers, one a good family horse. E. T. SEYMOUR, 422 Madison-st.

LOST AND FOUND.

LOST—A CANARY BIRD, ON DEARBORN-ST., between Adams and Monroe. Return to Room 31 Honore Block, and receive reward. Address Z 31, Tribune office.

LOST—IN LAWNDALE—ENVELOPE CONTAINING papers of no value except to subscriber; suitable reward will be paid. Address Z 53, Tribune office.

LOST—ON SUNDAY EVENING, JULY 22, BEtween Forquer and Harrison-sts., on Halsted, a baby's woolen sacque with red nobby fringe; the finder will please return the same to 207 South Desplaines-st., and receive reward.

LOST—A LARGE RED MOROCCO POCKET-BOOK containing valuable papers and money, cards, etc.; among others, some bearing the name of the owner; the finder will be liberally rewarded if he will return the book and papers to Z 5, Tribune office.

STRAYED—FROM RICH RUSK (JACKSON) FARM, Ravenswood, one black mare, about 12 years old, has short tail, a few white hairs, saddle mark on back; $10 reward will be paid to any one returning same to above place, or to BARETT & STERN, 67 South Market-st.

STORAGE.

FIDELITY STORAGE COMPANY, 78 AND 80 VAN Buren-st.—Storage for furniture and merchandise; advances; free insurance; vaults for valuable goods.

The Tribune.

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AMUSEMENTS.

Hooley's Theatre.
Randolph street, between Clark and LaSalle. Engagement of the Union-Square Company. "Les Danicheffs." Messrs. Thorne, O'Neil, Stoddart, etc.; Mesdames Fanny Morant, Sara Jewett, Katharine Rogers, etc.

Adelphi Theatre.
Monroe street, corner of Dearborn. Haverly's Minstrels. Add Ryman, Billy Rice, Billy Carter, etc.

Exposition Building.
Lake Shore, foot of Adams street. Summer-Night Festival by the Thomas Orchestra.

Base-Ball Park.
Twenty-third street, corner State. Game between the Indianapolis and Chicago Clubs at 3:45 p. m.

MONDAY, JULY 23, 1877.

CHICAGO MARKET SUMMARY.

The Chicago produce markets were less active Saturday, and the leading ones were steadier. Mess pork closed 5c per brl higher, at $13.42½ for August and $13.55 for September. Lard closed a shade firmer, at $9.00 cash and $9.10@9.12½ for September. Meats were firmer, at 5c for loose shoulders and 6⅝c for do short ribs. Lake freights were active and firm, at 2⅜@2¼c for corn to Buffalo. Highwines were strong, at $1.08 per gallon. Flour was dull and weak. Wheat closed ⅝c higher, at $1.37@1.38 for July and $1.14⅝ for August. Corn closed a shade firmer, at 47¼c cash and 46⅞c for August. Oats closed ⅛@1¼c lower, at 28¾c cash and 27⅝c for August. Rye was active and lower, at 57c for July and 54c for August. Barley closed at 71c for new No. 2 seller September. Hogs were 5c per 100 lbs higher, at $4.90@5.20. Cattle were quiet and steady, and sheep nominal. One hundred dollars in gold would buy $105.25 in greenbacks at the close.

In New York on Saturday greenbacks ranged at 94¾@95.

Our correspondent with the Big Horn exploring expedition, made up of adventurous miners from Deadwood, reports further, in a letter which we print this morning, of the progress of the party toward the region which they intend to prospect for gold. Beyond Cantonment Reno there is no longer any protection afforded by the military, and whoso ventures further does it at not a little risk and hardship.

Mr. VANDERBILT, President of the New York Central, was busy yesterday in telegraphing to his various subordinates expressions of confidence that the employes of that road will resort to no strike at present, and assurances that their compensation will be increased as soon as the expected increase of business will justify it. If the Central employes take the President at his word, he should take good care to keep his part of the compact at the earliest possible moment.

Outside of Pittsburg the strikers appear to have successfully resisted every tendency to criminal violence, and to have contented themselves with enforcing their determination to allow no freight trains to run. At Philadelphia the first episode of any kind occurred last evening, when an engineer engaged in shifting cars was compelled to detach his engine. From nearly all important points along the Pennsylvania Railroad notice has been received of intended strikes, and, unless the difficulty as to wages is settled to-day, it is evident that business along the entire line will be brought to a standstill.

Our advices from Baltimore tell of a high state of excitement throughout the city, and the continued presence on the streets of throngs of people disorderly or quiet according to their component parts. The further shedding of blood has been avoided through the moderation of the troops, who, though assaulted with stones yesterday, withheld their fire, and the more peaceable policy of placing their assailants under arrest was the only retaliation indulged in. Gen. HANCOCK, of the United States Army, is in command of the Federal troops, 400 strong, and it is confidently believed that another serious outbreak will not occur.

The news from Europe this morning is decidedly interesting, and forecasts the near probability of events which will place the war in the East upon the footing so long apprehended. Orders were yesterday received at Aldershot for the immediate embarkation of three regiments for foreign service, and for getting in readiness other regiments and battalions to ship on short notice. The wives and children of officers and men are to be left behind, an evidence that active operations in the field are contemplated. Rumor locates the destination of this large body of English troops at Gallipoli, near Constantinople, though the *Standard* asserts that they are intended for the reinforcement of the garrison at Gibraltar and Malta. Whichever is true, it is evident that England has resolved to be in readiness for active measures of intervention so soon as the rapid advance of the Russian forces shall threaten Constantinople.

Up to a late hour this morning our dispatches convey the welcome intelligence that the worst is over, the crisis passed, and the return of peace and order reasonably to be hoped for. Early in the evening the citizens of Pittsburg took decisive action to protect their city from the total destruction which was threatened by the mob, and, organizing themselves in large numbers into a Vigilance Committee, proceeded to the scenes of arson and plunder, where they were successful in staying the hands of the thieves and incendiaries. It is also announced definitely that a compromise has been effected by the Fort Wayne Railroad Company, whereby the latter concede to the strikers the wages paid previous to the last reduction; the strikers thereupon returned to their places and assisted in getting the rolling-stock in motion. Nothing was known of the action of the Pennsylvania Company, but it was expected that it would come to terms in a similar manner.

The appeal to arms is a declaration of civil war. Above and behind all other questions is that of the supremacy of law, and the protection of life and property. When there ceases to be safety for human life,—when the public officers are shot down barbarously and maliciously,—then all minor questions lose their importance, and it becomes an issue whether there shall be any Government at all, or whether there shall be anarchy and ruin. Of what avail is the violence after all? There is to be—must be—a settlement of these questions at some time, and why not have the settlement without the violence? Will there be a better disposition to settle questions of wages after some hundreds of men have been killed and some millions of property destroyed? Suppose the running of trains is arrested; all traffic stopped; 50,000 miles of railway rendered useless; what then? Who is to be benefited by that? Will not the suspension of these roads put 500,000 people out of employment, stopping wages, and taking from their families the means of support? Who will this benefit? Any advice, come from what quarter it may, to resort to violence, to destroy property, take human life, or overturn the Government, is the advice of a fiend, and should be resented accordingly. There can be, of course, but one outcome to all this business. The authority of the Government must be re-established. Peace will be enforced. Riot and disorder will be suppressed, and, unfortunately, upon the laboring class will fall the whole penalty and cost of the loss of life, and the destruction of property, and interruption of work and employment.

The workingmen's meetings in Chicago, held to discuss the situation at the East, have been largely attended, and an intense interest has been manifested in the fearful events of the hour. It is to be recorded to the honor of the speakers who have addressed these gatherings that they have uniformly abstained from the utterance of words calculated to inflame the minds of their hearers. The opportunity is improved to discuss the question of wages calmly and reasonably, and so far as now appears no disposition whatever is shown to fan the flame of excitement to the point of precipitating upon Chicago the horrors of riot and anarchy. While the workingmen of this city and vicinity are evidently alive to the situation and bent upon improving their condition, there is a gratifying indication that they will be animated by a spirit of moderation and controlled by considerations of humanity and right,—the spirit that breathes throughout the address adopted on Thursday of last week by the Central Council of the Labor League of the United States in session at Washington, D. C. The wise and patriotic counsel will bear repetition at this time:

> The Central Council of the Labor League of the United States, at a meeting to-day, passed a series of resolutions on the depressed state of labor throughout the country, and anticipated evil results to flow therefrom; enjoining coolness and moderation upon members of the Order; and specially warning them, as well as workingmen in general, to beware of emissaries, some of whom have endeavored to operate here, who go around inciting strikes and violence,—*measures which injure labor in general, disturb order, and end in the conviction and punishment of the participants therein; and resolved that moral agitation is the strength and power by which labor can acquire tangible reformation, and that mob violence and riot lead only to anarchy and the final destruction of human liberty, and it is better to submit to any sort of despotism for the time being than to have no Government at all.*

CAUSE OF THE STRIKE, AND A REMEDY.

The railroad strike in the East has reached the dimensions of a civil war, with its accompanying horrors of murder, conflagration, rapine, and pillage. Before this condition becomes general, and the flames kindled at Baltimore and Pittsburg spread through all the railroad centres in the country, it will be well to consider this matter reflectively, and see if there is not a remedy. There are two sides to every question. The railroad strikers are to blame for much, but not for all. For their acts of unnecessary and brutal violence, for their murder of militiamen and legal officials who were only fulfilling their sworn duty in trying to preserve public property and freight, for their burning of warehouses, cars, and depots, for their pillage of stores, THE TRIBUNE has no words except of severe condemnation. It has no sympathy with mob violence or mob rule.

Now let us look at the other side and see if there is not something to be condemned. During the past two years railroad companies have found their business shrinking up. Prices have fallen off. Freights have been reduced. Stocks have had their values squeezed out of them. They have been unable to pay dividends to their stockholders, rents for their hired roads, or interest on their bonds. The result has been that they have suffered from the effects of the general depression even more than other branches of business, and scores of them have gone into bankruptcy. At this crisis of their affairs, when prudence, judgment, and conservatism were needed in the management, they have enormously aggravated their troubles by entering upon a frantic, reckless, cut-throat competition with each other, by which they have cut down the rates of moving the products and merchandise of the country to the bare cost in many cases of running the trains. The amount received for one train-load of freight has scarcely paid for the wages and coal, and left nothing for repairs, wear and tear, capital, and other charges. It has been a war of competition to the knife and the knife to the hilt. Combinations and compacts have been made only to be broken, almost the next instant. The Western cross-cut bankrupt roads have maintained a Punic faith. They have broken every engagement. They have involved other lines in the conflict, and even the great trunk lines have not maintained their scales of rates, but, actuated by the same insanity as the rest, have engaged in the mad and disastrous work of trying to steal each other's profitless business. The great water highways from the head of Lakes Superior and Michigan to the mouths of the St. Lawrence and of the Hudson have also engaged in the same reckless work, and freight has been carried below cost to increase or retain business. The railroads have not only competed with each other destructively, but have also sought to cut off the business and steal the freight of the water-courses. This miserable process of throat-cutting has been going on for two years, and has been intensified during the past six months, until the transportation business has been plunged into utter confusion, and a crisis has come. Having destroyed their profits, to save themselves from still greater losses—if not to save their actual property—these companies have fallen upon their employes and razeed their already two-or-three-times-reduced wages down to the starvation line. Trackmen, switchmen, and laborers who load and unload trains are cut down to $1, and in some cases to 90 cents per day; brakemen and firemen to $1.35; and engineers to $1.50. These men, in the majority of cases, are married, and have wives and children to support, and house-rent to pay; and they claim, with truth, that it is a physical impossibility to live upon such wages. They ask, with pertinent force, if they receive $9 per week, and have to pay $6 per week for their own meals while on the road, how they are to pay rent and feed and clothe their families on what is left. As they cannot do it, they refuse to starve, and resist. One blow has brought on another, and the fire has rapidly spread through the combustible material.

The strikers are not only in a war with their employers, but with still another class back of them,—the men whom the roads have heretofore discharged for want of work, who are living upon odds and ends and charity, and are in a desperate condition. With these wholly starved men, who are willing to take the places of the strikers, even at starvation prices, the half-starved men are at deadly war.

It adds to the exasperation of the strikers that they have discovered that the new scale of wages is lower than the general average of wages of mechanics in cognate departments of business where no danger exists. This has added fuel to the flames. As all the elements of exasperation have increased, so have the ranks of the strikers been swelled by accessions of idle and discontented men from other branches of business, by tramps who have come in from the country, by the Communists, and by thieves and the riff-raff of the cities, who see in these uprisings of what is called "labor against capital" their golden opportunities for plunder and escape in the confusion.

This is the situation. What is the remedy? The first and most important duty is to quell mob rule, to stop violence, pillage, and incendiarism at all hazards, and to restore law and order, and place the safety of the general community in the hands of the duly-constituted authorities, instead of exposing it to the blind, passionate, unreasoning fury of the mob, which has neither discretion nor discrimination. This done, an equally imperative duty devolves upon the railroad companies. They must cease cutting each other's throats as they have been doing for the past twelve months, and must make their agreements binding. The community does not ask of them to work for a remuneration less than the cost or value of their service. It does not ask them to carry freight or passengers for less than living rates or at rates that compel them to reduce the wages of their employes down to the starving point. The first step for them to take is to raise their charges, not exorbitantly, but fairly and reasonably, and then, restoring the last two cuts of wages, let them alone, and await the great crops to handle and the changes in the fiscal affairs of the country that will tend to restore business prosperity and place values on an improving basis. The reduction of the men's poor wages does not benefit them so long as this insane competition is kept up. Every reduction of wages is followed by reduction of rates, and if wages were lowered to a cent per day, rates would be put down to zero, with a premium offered to shippers. The quickest solution of the present problem, a partial remedy at least, so far as we can see, is for the railroads to make a schedule of rates on the "live and let live" basis. They must charge enough to pay their men,—such compensation as to enable them to pay rent and fuel and feed and clothe themselves and their families. Before this can be done, however, mob rule and violence must be suppressed, whatever may be the cost or the consequences.

CONSEQUENCES OF THE STRIKE.

One of the worst features of the deplorable contest now being waged between railroad labor and railroad capital is the fact that the evil entailed is widespread, both in area and time. The pecuniary losses resulting fall upon many thousands of others than those at the scene of strife; and years of labor and distrust must occur before the loss to the community is repaired, while the human life destroyed can never be restored.

The railroad companies implicated, already embarrassed, will be staggered by the additional load of property lost and business interrupted, and hundreds of stockholders partially ruined by the depreciation in the value of their property. The business of Pittsburg is fearfully deranged, and will not recover from the blow in a long time, even if the corporation be not held responsible for the property destroyed in the fray. The insurance companies are threatened with a heavy tax, unless they fall back on the position that they are not responsible for the act of GOD or popular tumult. The fast-freight lines, which handle a very large percentage of all the valuable property, including nearly all the produce, that is forwarded by rail, have *their* share of responsibility. The business relations of the East with the West are partially deranged by the blockade, and hundreds of contracts are helplessly and hopelessly broken,—which means that scores of traders are forced to the wall by inability to preserve the balance between current debits and credits. All this and much more, in addition to the not least disaster to the working classes themselves. Comparatively few of them able to lay by more than a few pennies in reserve for a "rainy day," a week or two of idleness means sheer poverty to the many, and to not a few that loss of self-respect which ends in pauperdom or crime. Even beyond this sickening array of mischief, in the dim vista looms up a dark shadow that tells of commercial insecurity, and therefore of commercial dullness, projected into what many have fondly thought to be a brightening future.

It is well to look the situation squarely in the face,—to reason out the possible as well as the actual,—but it is not wise to be despondent. We know that riot and incendiarism are sometimes epidemic, like the plague, but not always so. It is not impossible that this may prove to be the darkest hour before the dawning; that this fierce struggle between the employer and the employed may lead to a smoother adjustment of the relations between them, if it do not offer a solution to the labor problem. Well it will be for both if the capitalist learns that there is a point beyond which he cannot "grind the faces of the poor" with advantage to himself, and the laborer becomes convinced that indulgence in violence and bloodshed does not advance his own interests. If that lesson be well committed to memory, there is hope for the future that the faithful worker will be deemed "worthy of his hire," and that the dangerous classes of the community will not soon again be able to strike a murderous blow in the face of society from the shoulders of the laboring man.

THE WORST VILLAINY OF ALL.

Tumult and carnage always bring forth striking instances of heroism and cowardice, but we question whether the history of the Pittsburg riot will record anything so villainously and repugnantly treacherous and infamous as the refusal of the local Pittsburg militia to admit the Philadelphia troops to their arsenal after the latter had escaped from the burning round-house. This local citizen soldiery had been summoned in the first instance to protect the peace, and at the first discharge of musketry they laid down their arms and abandoned the scene of the riot. It may be that the first firing was premature, but that was no excuse for them. It is certain that the sympathy of Pittsburg, which is one vast workshop, was against the militia, but that was no excuse for them. The fact remains that the assault came from the mob, and the citizen soldiery deserted their duty and the State militia that had been sent from Philadelphia to assist them. All this was bad enough. But, after the State troops had been shut up for hours in the round-house, after they had been forced thence by the flames, after they had passed the fire of the mob and restrained the natural disposition to return it, and after applying for admission to the local arsenal,—the State troops were refused this shelter and compelled to fly to the woods under a fusilade of guns, cannon, revolvers, and great stones more effective than all.

We do not now recall any case of wholesale cowardice so utterly contemptible as this. It was devilish in its cruelty. The Philadelphia troops had gone to Pittsburg under orders; they fired on no one willingly or maliciously, but only under command and in the pursuit of duty. They had the right to expect active support from the local soldiers, and they were met with a refusal of shelter from a maddened and howling mob. Whatever the result, Pittsburg can only wipe out this disgrace by severely punishing the poltroons who were guilty of the treachery. If they are subject to the militia laws of the State, then the very first step after the restoration of order should be to court-martial the leaders of the Pittsburg soldiery for the highest crime known to the military code—desertion. It was desertion still further degraded by inhumanity. The treatment which the Philadelphia troops received at the hands of these Pittsburg soldiers would have been infamous if it had come from non-combatants; but coming, as it did, from fellow-soldiers, it was as black a piece of villainy as ever disgraced the annals of civil strife. The rioters themselves, when they come to their senses, will recognize it as cold-blooded treachery, deserving of universal condemnation, and all the penalty that can be inflicted under the law.

THE VALUE OF RAILROAD TRANSPORTATION.

If it is possible that any good should ever come out of so terrible a conflict as that of the unemployed classes of Pittsburg and Baltimore with constituted authority, it is that it will impress in this instance the importance of the transportation interests of this country. If there can be any hope of benefit in a menace of civil war by reason of a disagreement between the employers and employed of the railroads of the United States, it consists in the thought that a certain agrarian tendency of the past few years in regard to railroad property may receive a timely and wholesome check. No circumstance like the Pittsburg *emeute*, with the warning it conveys, could bring so vividly before the mind the overwhelming, the essential, the indispensable part which the transportation interests play in our agricultural, industrial, commercial, social, and political system. Suppose the railroad strike should extend throughout the country? The thought cannot have failed to suggest itself. Of course, there would be a repetition in a more or less hideous form of the scenes enacted at Pittsburg during the last thirty-six hours. Blood would flow in torrents, and passions aroused that would leave their impress for years perhaps. Property would be destroyed, and the torch would consume millions of dollars of actively-employed capital. But would all that, bad as it is, be the worst? Would not the interference with the transportation of the country be the most serious incident of the conflict? This is a thought for the farmers, the merchants, and the manufacturers to dwell upon.

There are 76,000 miles of railroad in America,—a vast network of iron,—that reaches throughout the length and breadth of the continent. It represents an original investment of double the amount of the present national debt. It employs and carries on its pay-rolls, in its operation and the business and avocations incidental to it and dependent upon it, *a million of men*,—one-tenth of the able-bodied male population of the Republic. It is the very heart and life of the modern system of commercial existence. Stop it, and we revert to the primitive days of stage-coaches and canal-boats. It would be like the breaking of the mainspring of a watch. All the world would stand aghast, stunned and helpless, at the prospect. The system has grown upon us till we have come to regard it as a part of the natural order of things, and have ceased to wonder at its mighty and indispensable accomplishments. But take it away from our every-day life now, and there would be chaos. A million of people daily may be said to be on wheels, moving about in public and private business, for recreation or improvement, in politics, religion, and commerce; a million more are employed in making and manipulating the machinery by which the wheels are set in motion. Stop these wheels, and the twenty million of farmers in America will almost with one accord resolve not to harvest the ripening crop, for there would be no means of getting it to the consumers. Stop these wheels, and the manufacturers would close their workshops, shut down their mills, and abandon their foundries, for there would be no way to send their goods to the farmers. Stop these wheels, and the wholesale merchants first, and the retail merchants next, would put up their shutters and announce their retirement from trade. Stop these wheels, and the millions of tons of produce, and breadstuffs, and live-stock, and meats, and cotton, which go to the East and to foreign lands from the vast West and South, would have to be withheld. It would mean starvation for whole communities. It would mean ruin for the entire country. It would mean a return to the primitive, from hand-to-mouth life of the frontier for all the civilized world.

These are thoughts that cannot be brought to the consideration of railroad strikers or the unemployed classes who sympathize with them in the wild, blind excitement of the moment, but they may be commended to the cooler and more intelligent farmers, manufacturers, and merchants for careful attention as suggesting one of the lessons of the present troubles. A brief view of the calamity which would follow a general cessation of railroad traffic, from whatever cause, may help to remove the fallacy which has grown out of railroad abuses, viz.: That railroads are the natural enemies, instead of being the indispensable friends, of modern commercial mankind.

THE GREAT STRIKE.

The railroad corporations have a serious and important responsibility upon them. They are confronted by a civil war, in which those resorting to violence are demanding bread for themselves and families. In a controversy with starving men and families, the railroad companies are of necessity at a great disadvantage. The sympathies of mankind are all with the men who are struggling for bread. It is well, therefore, for the railroad companies to consider the responsibility which is now forced upon them.

The workmen say that the wages now paid them have been, by successive reductions, brought below the sum necessary to sustain life. The fact that other men are willing to work at these wages is not a sufficient answer to the complaint. It is urged by the companies that their receipts will not warrant the payment of higher wages. This is true; but is not this very fact of reduced receipts due, in turn, to a vicious policy of bad management on the part of the railroad companies, and is it not a matter within the reach of remedy?

Have not the railroads been engaged, and are they not now engaged, in the work of bankrupting each other? Are they not controlled largely by desperate gamblers, intent upon gaining personal control of vast aggregates of property, that they may pluck it, and then throw the plundered concern back upon its robbed creditors. How often has this history been written of the New York & Erie, and how often, to a less extent, of other roads? Look at the enormous array of stocks and bonds issued by these managements, representing property stolen. In whose hands, even now, are the great trunk railroads and their connections, some of the latter reaching half-way across the continent?

Since the great panic of 1873, nearly one-third of the railroads (by mileage) have passed into bankruptcy, and are now operated by Receivers or temporary managers, whose duty it is to pay ordinary operating expenses and no more, and who are not troubled by capital stock or debt. The great trunk lines are involved as lessees with thousands of miles of other roads which were built in advance of any need of them, and which have not sufficient business to support them. The management of the railroads has never been economical; it has been grossly extravagant, wasteful, and frequently dishonest. The reduction of the compensation and perquisites of the managers has been slow and stubborn; as the receipts fell off, the necessity for reduction of expenditures has been met largely by the reduction of the wages of the operatives. This, beginning two years ago, has gone on at intervals, until the wages of the latter have reached that rate that they no longer furnish the necessities of life.

In the meantime the management of the railroads, actuated by recklessness, by intrigue, by struggles between competing factions for control, by gamblers and adventurers, has been engaged in schemes to bankrupt each other. The railroad managers of the country can estimate to a fraction the rates of toll at which they can transport freight and make a profit. Having ascertained this, the railroad managers, to injure the other roads, reduced their freight rates, and, to make up that loss, reduced the wages of the workmen. This has been done repeatedly, the several roads trying to defeat each other by taking from the wages of the workmen to make up the losses caused by the reduction in the rates of transportation. The result is the destruction of the business of their roads, the loss of revenue, the starvation of the workmen, a civil war, and the general suspension of railroad business, and the temporary paralysis of government itself.

The producers of the country and the merchants have not sought any such cut-throat policy on the part of the railways. The country is deeply interested in having the railways, which are the arteries of the business system, do a profitable business. They are interested in having these railways honestly and efficiently managed, paying a profit to their owners and living wages to the skilled and experienced labor of the men required for railroad work. The cut-throat and starvation policy having now reached a climax in riot, bloodshed, and the temporary triumph of mob violence, it will be well for the railroad corporations to bravely meet the future by the adoption of a total change of policy.

The London *Times* has dispatches from its Calcutta correspondent, dated the 1st inst., which throw some new light on Mahometan feeling in India with reference to the war between Russia and Turkey. Hitherto the appeals of the Porte have appeared to meet with a certain degree of indifference in India, but now, says this correspondent, "it seems that feelings of sympathy with the Turks are spreading rapidly among the Indian Mussulmans and growing daily more intense; and the masses who were formerly ignorant or indifferent are now beginning to take a decided interest in the progress of the struggle with Russia. Subscriptions are being opened in most large towns, and the amounts subscribed show a decided increase." The Mahometan women are offering their jewels and ornaments, and public prayers for the Sultan are daily held in the mosques. A strongly-organized effort is also made from without to arouse the Mahometan feeling all over Asia. Pamphlets and documents of an inflammable character are circulated among the Mahometans urging them to make common cause against Russia, the common enemy. The people of Turkestan are reproached for their internal dissensions, and urged to unite. The same correspondent says: "The Afghans are warned that their turn will come next, and advised to cultivate an alliance with England, whose interests will induce her to help them. Persia is reminded that the Shias, no less than the Sunnis, belong to the religion of Islam. The people of Arabia, Egypt, Morocco, and other Mahometan countries are also urged to join in helping the cause. Appeals are made to the European clergy to refrain from preaching against Turkey and from holding up Russia as the champion of Christianity. The present war, it is said, is in no sense a struggle between the Crescent and Cross." A curious feature of this Mahometan sympathy in India is the congratulations which it has caused the English papers to express, that England did not take sides with Russia. The *Pall Mall Budget* says in this connection: "The high-handed politicians who were fond of boasting that we who have conquered India can hold it, and that we could afford to disregard the hostility of 40,000,000 of its inhabitants, must now at least admit that we should have had, at least, to reckon with that hostility if we had taken the course advocated by the wilder section of the anti-Turkish agitators."

It is not, perhaps, a breach of professional etiquette to announce that the American Protective Association of Combined Night Editors, at their last annual meeting, resolved that whenever a dispatch was received announcing the death of an old Mason (or Odd-Fellow) with the specific addition that he was *not* the oldest Mason (or Odd-Fellow) in the world, the Union, or the State, as the case might be, the honors of a full column orbituary were to be paid to his memory, and a pension of $5,000 a year for three lives settled upon his family.

> The Chicago papers have nothing to say about the broken banks of that city. Mum's the word for Chicago, but volumes for St. Louis.—*St. Louis Globe-Democrat.*

Pray what "broken banks" in Chicago? Does it refer to those that broke by reason of the Great Fire or the panic of '73? Were those not all amply written up? Would it be any satisfaction to St. Louis to have the Chicago papers republish the old accounts of the failures of banks in this city in 1871-'3-'4?

The *World's* cook, M. DELIRE, in his last bill-of-fare, gives a recipe for blackberry tart. You make a strawberry-tart paste, fill it with raspberries, and pour some raspberry sirup over it. This singular method of making a blackberry tart inspires us with the horrible doubt that M. DELIRE is a Frinch cook from Tipperary, and originally spelled his name DALY.

The New York *Herald* keeps on bellowing at the top of its voice that the Republican party and Democratic party are dead. Well, if they are dead, why does the *Herald* keep on bellowing?

When a St. Louis reporter comes in and says, "I've got a big thing," the city editor pricks up a portion of his ears and says, "Yes? Which bank is it?"

PERSONAL.

Senator Blaine has not gone to California, as reported, but is at Rye Beach.

The two sons of the Prince and Princess of Wales have been sent on board the Britannia training-ship, but they are not both destined for the navy, as this circumstance would seem to indicate. The elder will in due course enter the army, while the younger will remain in the navy.

The Philadelphia *Times* remarks: "Mr. Alonzo B. Cornell, the Naval Officer at New York, is biting his thumb at the Administration, seemingly regardless of the fact that the Administration boot is a powerful thing when it gets fairly started after an official."

Dumas proposed for membership in a literary society of Paris a young author named Henri d'Ideville, who was blackballed. Dumas then sent in his resignation. The Society refused to accept it, and the dramatist has sued the Directors for not releasing him.

On the strength of the following lines from Mr. Tennyson's "Merlin and Vivien,"

> A robe
> Of samite without price, that more exprest
> Than hid her, clung about her lissome limbs,

an English writer suggests that "Vivien Costume" would not be a bad title for the present fashionable dress of ladies. Only "samite" or satin is not much worn just now.

Mr. John G. Whittier has written a letter complimenting Mr. Croffut's verses on the Eastern War. "It would be much better," adds Mr. Whittier, "if our poets would oftener celebrate the bloodless victims of peace and good-will. I am often reminded of the lines of Ossian: 'The battle ceased along the plain, for the birds had sung the song of peace.'"

Prof. Sanborn, of Dartmouth College, was accustomed to keep a diary of his impressions of promising students. Twenty years ago he wrote of Edward Noyes, the present Minister to France: "Edward Follensbee Noyes was a bright, active man, earnest, prompt, fluent, and eloquent. His rank as a scholar was high; his conduct irreproachable; his influence good; his popularity great. He gave promise for uncommon usefulness."

The daughter of Sir Salar Jung was lately married. The number of men of rank who attended was indicated by the fact that more than 100 elephants knelt before the bridegroom's palace, within an hour, to allow their owners to dismount. The final presents—superb jewels had already been given—of Sir Salar were much admired. They consisted of an Arab horse, an elephant, a palanquin, and a state carriage, magnificently appointed in Oriental style.

President Hayes is taken severely to task by a temperance paper at Boston for attending the Chamber of Commerce banquet in New York City where there was wine on the table. The same authority says of Dr. Cuyler, who was also there, that he "might just as well have entered the city, and passed an evening among its habitue, without protesting against their excesses, as to have attended the Chamber of Commerce dinner. The moral delinquency of the act would have been no greater."

The London correspondent of the New York *Times* writes as follows: "A new story of Macready is going the rounds of the London clubs. The great tragedian was playing *Macbeth* in the provinces. The actor who had rehearsed the messenger in the last act was found to be absent when called. A 'super' was sent on to speak the messenger's lines: 'As I did stand my watch upon the hill, I looked toward Birnam, and anon methought the wood began to move.' *Macbeth*—Liar and slave! *Super*—'Pon my soul, Mr. Macready, they told me to say it.'"

The President's order concerning the mixing of officeholders in politics has elicited one curious response. Mr. Wentworth, the Postmaster at Islington, wrote to the Postmaster-General, expressing his approval of the order and stating that he had resigned his membership of the Islington Democratic Town Committee, and also his membership of the Democratic State Committee of Massachusetts. Great surprise was expressed that so prominent a Democrat should be found in possession of a Massachusetts Post-Office, and the fact that no effort has been made to have Mr. Wentworth removed has started the theory that the Town of Islington must be unanimously Democratic, or else the Postmaster is mistaken as to his political identity.

The Cincinnati *Enquirer* has issued a prospectus bearing a colorable imitation of a $5 greenback, across the face of which is printed this legend: "The people demand of the United States the unconditional repeal of the Resumption law, remonetization of silver, a greenback currency, withdrawal of National Bank notes, greenbacks and silver to be made a legal-tender in payment for all debts, public and private, without limit." Underneath, on the margin, is printed in large letters these words: "The bondholder to share equally the burdens of Government with industry and labor are doctrines advocated by the Cincinnati *Enquirer*." This is one-quarter sense, one-quarter nonsense, and one-half communism.

A magazine writer has discovered that good work, as a rule, is only done by people who have paid their bills. Shakspeare was so far ahead of all his contemporaries because he had the good sense to make money, and was therefore able to command the market and write his later works without pressure. Pope was able to polish his verses, because he judiciously made himself independent by his "Homer." Wordsworth, like Haydon, wished to shake the world; but, unlike Haydon, he recognized and acted upon the truth, that the first condition of such power is personal independence. Live for art, if you will; but first be sure that you have not to live by your art, otherwise the only harvest that you can reap will be that of the first reckless ebullitions, when the responsibility of life does not weigh upon the buoyancy of youth.

BIG HORN.

The Exploring Expedition to That Region.

The Bozeman Trail, and the Changes of Fourteen Years.

Crazy Woman's Creek, and Its Indian Legend.

Clear Creek—A Very Garden—Our Correspondent on a Perilous Scout.

Favorable Gold-Prospects—A Veteran Prospector—The "Jump-Off."

Special Correspondence of The Tribune.

CAMP BIG-HORN EXPLORING EXPEDITION, CLEAR CREEK, July 11.—As stated in my last letter, this expedition broke camp near Pumpkin Buttes at daybreak on the morning of the 4th inst., and made a forced march of thirty miles to Cantonment Reno, arriving there about 2 p. m. This early start, and long and rapid ride, were because of the utter lack of water for stock along the way, save one filthy pool of surface-water six miles from Reno.

Repeated forced marches had worn both men and animals so that

A STOP TO RECRUIT

was a necessity. Tents were accordingly pitched on the east side of Powder River, about a mile from the Cantonment. Sore-backed stock and sore-bodied men were tenderly nursed until the 7th, when camp was broken, and we were again on the way. As so much is being said about our little army and its character, I feel justified in again making mention of the soldierly and gentlemanly qualities of Maj. Ferris and the officers and men in the garrison here. A multitude of requests from the members of our party poured in upon them for supplies and repairs of various kinds, all of which were patiently listened to, and I believe, so far as consistent with their public duties, gratified. To Adjutant Howland and the Quartermaster your correspondent is specially indebted. These gentlemen placed their offices at his service,—a favor indeed.

JULY 7,

at 9 o'clock, with a hearty "Good luck, my boy," ringing in my ears from the officers assembled on the parade-ground at the Cantonment, your correspondent cantered from the barracks, and out on the trail of the train, already some hours under way. We were still following the old Bozeman trail, and, as I rode all alone, I could not but think what changes were surely taking place here. In 1863 I believe it was, when Mr. Bozeman started with a large train over this same route, he was met by the noted Indian, Red Cloud, who said that, while he desired not to fight, yet they could not proceed; that, rather than suffer this, he should attack the train; and the old chieftain proudly pointed to his numerous warriors, ready at the slightest encouragement to begin the attack. His force was so numerous that Bozeman was compelled to

ABANDON THE PROJECT.

In '64 Bozeman, with a train of 165 wagons, made the trip, although here and there, along the entire route, the little earth-mounds show not without cost. The trail I was upon showed with what care B. had proceeded. Here were four distinct trails, about two rods apart,—the train being divided into four sections, and they being driven abreast that they might be quickly corralled. To-day Red Cloud is without a following, and is at Red-Cloud Agency, perhaps in the white guard-house, and I was riding the road alone. These thoughts caused me to scan the hilltops more closely before spurring up to them. (Capt. Bozeman was himself afterwards killed by Indians.)

Our destination this day was

CRAZY WOMAN'S CREEK,

a stream running from somewhere in the Big-Horn Range, flowing swiftly a very large body of water. Long before reaching the Fork, we saw, up in the mountains to our left, that a heavy storm prevailed, the result of which was, that, on reaching the stream, we found it swollen and dirty; but the water was soft, and in a few hours was again clear and beautiful. An Indian legend has it that this creek derived its peculiar name from its lovely banks and swift-flowing waters having, long, long before the first coming of the pale-face, been the haunt of a crazy old squaw, the parent of their most noted chief. Its banks were at this time their favorite spring and autumn camping-ground. At these times, vast herds of buffalo, antelope, and elk fattened on its rich grasses and quaffed its sparkling waters, whose cascades and rapids were the home of the strong-finned mountain-trout. On moonlight nights,

THIS OLD SQUAW

was often seen seated in her light canoe, shooting down its rapids, jumping its numerous falls, and thus leaping from village to village like a very spirit. The Great Spirit had laid his hand upon her; hence she was not molested by any of the tribe, and her comings were looked upon rather as good-medicine, and were often quickly followed by the successful chase, or victorious battle with their old-time foes, the Crows, whose home was in the adjacent mountains.

Cantonment Reno is perhaps forty miles from

THE MOUNTAINS;

and our course was diagonally toward these so much that at Clear Creek, fifty miles from Reno, we touch them. From Reno, looking toward the mountains, we see, at the left or western extremity of the range, a sag in the outline, descending low, and forming Sioux Pass. Along northward the mountains were higher, until the snow-capped peaks were seen directly west of Old Fort Phil Kearney; then they descend again to the general level. These snow-capped mountains are Cloud Peak and its few fellow-giants. The country passed through this day was much better than that lying east of Reno, being, from its contiguity to the mountains, like the plain immediately adjacent to the Black Hills, well watered by frequent rains. The land was elevated and rolling, the grass tolerably good. This country is

ADMIRABLY ADAPTED TO SHEEP-RAISING,

—the high land, and dry atmosphere, and short, close-growing buffalo-grass being the qualities most required in this class of industry.

Arriving at Crazy Woman's Fork, the grass being good, fishing excellent, and the day being Sunday, it was resolved that another day's rest would be taken. During the afternoon a heavy rain-storm came upon us, wetting clothing, blankets, etc., so much that it was 6 a. m. of

MONDAY, THE 9TH,

before we were again under way, our destination this day being Clear Creek, twenty-three miles distant. The rain seemed to have purified and freshened the air, so that the stock stepped at a lively pace the intervening distance, and an early camp was made at the former camp of Col. Hart's command, the Fifth Cavalry. This day we passed through the finest land encountered on the entire route. The plain, stretching, like the billows of the ocean, miles in all directions, was one unbroken sheet of the most refreshing green. The grass was red-top and wild oats. Riding through this, it came up to our horses' midsides; while down on the ground was the buffalo and bunch grass. These two last are, of all the different kinds, the most nutritious; and the stock would burrow down through the taller red-top to nip this, which grows no more than four or five inches high, and in close compact bunches. To the ranchmen of the crowded Platte Valley and farther east, I say, come look at this; you will find it

A VERY GARDEN.

At Clear Creek it was the purpose of the party to make a camp, and prospect the adjacent mountain-region as far as the main "divide." This seemed to be about ten miles away, but, as your correspondent experienced, was much farther.

Along the face of the mountains, or along the foot-hills, the formation was lime and sandstone, evidently non-gold-bearing; but the presence here of an immense granite wash satisfied us that in the interior the formation was different. It was thought prudent, however, before attempting to enter for prospecting purposes, that the proposed route be scouted. Accordingly, on the morning of

THE 10TH,

James Harrington, of Dubuque, Ia., and your correspondent, were early in the saddle, and, with 100 rounds of ammunition and *one biscuit* each, were off up Clear Creek toward the snow. It was our purpose, on leaving, to return early in the day; and so our comrades were given to understand. We followed a plain Indian and game trail along the creek-bank, between high bluffs on either side, a distance of about five miles. The path had by this time become so rocky and uneven that it was necessary to lead our horses, and at last even this mode of progress became impossible. We had struck a canon, the rocky walls of which were the only banks of the stream, which poured a flood through here with the velocity almost of a railroad train. With very much difficulty we succeeded in turning our horses about, and retraced our steps to the point where our trail had become blind; that is, it sprangled in so many different directions that it was lost. Selecting one which, with a zigzag course, wound upward,

WE BEGAN THE ASCENT,

a labor of no little difficulty, and attended with no small amount of danger. As we rose from resting-place to resting-place, the more extended view—the more beautiful scenery being constantly brought into view—amply repaid us the labor, if nothing more was the object of the trip.

This trail was at times so steep that it required the use of both feet and hands to ascend, and yet our horses would scramble up after us with less apparent labor than we ourselves. Upwards of an hour was consumed in the ascent; which made, we found ourselves upon a level table-land, extending miles ahead. The grass on this wide-spreading summit-park was very fine indeed, and game was more abundant than elsewhere in the country. A thousand feet below us coursed

CLEAR CREEK;

plunging over its rocky bed, it was lashed into a white foam. In some places the stream was so crowded between its granite walls that the branches upon its sides interlocked above it; and again it would appear glistening under the noonday-sun, looking like a spool of white-silk ribbon thrown with a reckless hand across the rich carpet in some dainty lady's boudoir.

Our course was still upwards; but, by following

the ridges, it was so gradual that we without difficulty retained seats in saddle.

So charmed were we with the landscapes that we noted not time until

THE SNOW WAS REACHED,—

time, 4 p. m., twenty miles from camp, nothing to eat, and such roads behind. Food was the first requisite. Through fear of arousing a game too large for us, we had refrained from shooting any of the large number that had shown themselves. Now, however, we unsaddled and plunged into a rocky thicket. As I pressed through the dense tangle of dead timber lying prostrate in every direction, and in a thick gloom from the living timber above me, I found myself suddenly in the presence of

AN OLD, OLD CABIN.

It had been made by whites, and they either possessed no ax, or feared to use it,—most likely the latter. The trees were laid on the walls without cutting, the roots projecting in one and the tops in the other direction. This cabin was so old, and our time so brief, that I did not satisfactorily examine it; but, passing on a few steps, I found a covered ditch, the waters of which gurgled beneath the cap of flat rock. Whether these were the work of miners, and are the ones whose presence has been vaguely hinted at, or not, I shall definitely determine in the course of a few days, being now organizing an expedition to prospect the region.

Leaving the cabin a few rods, game-sign became more numerous and fresh, and elk and bear track common; when a shot rang out on my left, and a loud crashing told that some large animal was coming. I dropped on one knee just as a huge elk came into view. Down the shoulders was a red streak, showing that my companion's bullet had taken effect. I fired. The great animal gave a few spasmodic leaps and fell, sprang to his feet, and

FELL AGAIN, DEAD.

It was a very large specimen, the antlers measuring upwards of three feet, and still in the velvet. The carcass was quickly cut into quarters, three of which were hung high in the trees, and the fourth strapped to our saddles; and the homeward ride began just as the sun descended beneath the mountains westward.

Knowing it impossible to descend after dark by the trail by which we ascended, we chose one leading farther northward. These mountain-trails, after nightfall, are exceedingly dangerous for many reasons; but we determined to make the descent if possible. These trails are wide enough for but one at a time, Indians traveling in single file usually; so, in this manner, leading the jaded horses hour after hour, we pushed on. Meanwhile darkness had set in, and by the stars we knew the trail was leading much too far north.

At last, about 10 p. m., the plain was reached, and the

NIGHT-RIDE ACROSS THE PLAIN

began, with nothing but the stars for guides. The way was much cut up by wash-outs and hills, so that progress was slow. The animals being already laden with game, we were compelled to walk much of the way. Down in the ravines, we could see the forms of game of various sorts on the hills above, standing out in bold relief against the sky; and now and then a gray wolf would set up his hoarse howl,—a signal to his clan; and, as we descended into each successive ravine, they could be seen on the hills ahead, most likely attracted by the meat carried on our saddles.

Thus until midnight we traveled, when it was thought impossible to reach camp, and a "dry camp" was determined upon. Accordingly, saddles were piled up, stock loosed, and your correspondent stood the first "trick" of guard duty. My companion then took his station, and, wrapped in saddle-blanket, I was soon fast asleep; when a loud snort from the horses, who were a few yards from us, quietly feeding,—a rapid clatter of hoofs,—a train of sparks as their steel-shod feet climbed the hill,—a momentary glimpse of their forms against the sky,—and we were

AFOOT AND ALONE.

In whispers we discussed the sudden change in our affairs, and the all-absorbing question was, Were they stampeded by Indians or prowling wild beasts? It was finally resolved that one should guard saddles while the other sought the horses. An hour's fruitless search satisfied us that we must wait for daylight; and so packs were dragged a few rods into a buffalo-wallow, where, concealed from any foe which might be prowling about, we slept soundly until daylight, when the stock was found about a mile distant. We quickly mounted and rode to camp, relieving the anxious minds of our friends, some of [illegible]ere already in saddle to search for us.

GOLD-PROSPECTS.

[illegible] slope have long been said not to ex[illegible] the lime-formation; and many re[illegible] continued to the main divide. Our [illegible]ay disproved this, as the limestone-[illegible]ound to extend no further back than th[illegible]-hills, behind which was a solid granite-formation. Frequent croppings of quartz were found, also black sand in the gulches, usually accompanying gulch-gold. One prospect-hole was found excavated to a depth of several feet in solid white quartz. This excavation was apparently very old, and the quartz on the dump certainly looked good. This question we will settle before leaving. All that can now be said is, that the country looks favorable. There is no one in the mountains on this side of the divide, so far as known, and much of the country has never been traversed by whites. The exact course that will be taken by this expedition cannot now be told,—this must depend upon discoveries, etc.,—but most likely, after prospecting the eastern slope, the mountains will be crossed, and the western country be gone over.

PROSPECTING AFOOT.

This afternoon there came into our camp a veteran scout and prospector, Mr. C. E. LeFavre, of East St. Louis, accompanied by V. Trumbley, of the same place. They were in search of the military, having run short of ammunition. They had gone from Deadwood to the head of the Little Missouri. These men carry salt and matches only,—relying on the rifle for support. They report suffering greatly for water. At one time, after having crossed Pole Creek and gone sixteen miles, the prospect ahead was so dry that they retraced their steps for a drink. They report no Indians in that country, and very little game, and no gold-indications. Mr. LeFavre has, ever since '66, been scouting for the military, and bears commendatory letters from several high army-officers. He has had a wide experience, at one time being mainly instrumental in saving the lives of Col. Forsythe and his command. The troops had been fourteen days corraled by Indians. Severe fighting had constantly occurred, in which had fallen Lieut. Beecher, nephew of Henry Ward, and many others; when Le Favre, with three others, slipped between the savage sentinels, and made haste to Fort Russell, and returned with a rescuing party. This was the Dry Creek fight, and occurred in '67.

By those coming in this direction, Cantonment Reno is called the "Jump-Off." After leaving there parties must depend upon themselves for support and protection. Mail-matter is of course not obtainable,—this being sent in by a squad of cavalry going to the Cantonment from a scout.

LYNN.

FIRES.

AT SAN FRANCISCO.

Special Dispatch to The Tribune.

SAN FRANCISCO, Cal., July 22.—A fire in the Lick House this afternoon ruined the dining-room, the finest in the city. The ceiling and roof were burnt off, and the expensive appointments of the room much damaged. The adjoining rooms were somewhat injured by water. Loss about $40,000, covered by insurance. The stock in the stores beneath was slightly damaged by water. A defective flue was the cause of the fire.

AT DETROIT, MICH.

Special Dispatch to The Tribune.

DETROIT, Mich., July 22.—The old Metropolitan Theatre, built opposite the Biddle House, on Jefferson avenue, twenty-eight years ago, and for fifteen years known as Welch's Varieties, or Theatre Comique, burned this evening. Loss about $14,000; $10,000 insurance.

AT OTTAWA, ILL.

Special Dispatch to The Tribune.

OTTAWA, Ill., July 22.—The coffin and furniture factory of Reed, Gibson & Co. was burned last night. Loss between $4,000 and $5,000; insured for $500. The cause of the fire cannot be ascertained, as it originated in a portion of the building entirely remote from any stove or furnace.

THE WEATHER.

WASHINGTON, D. C., July 23—1 a. m.—For the Lake region, northeast to southeast winds, warmer, partly cloudy weather, rising followed by falling barometer, and possibly light local rains.

LOCAL OBSERVATIONS.

CHICAGO, July 22.

Time.	Bar.	Thr	Hu.	Wind.	Rn.	Weather.
6:53 a. m.	30.15	68	65	S. W., gentle	.....	Clear.
11:18 a. m.	30.15	73	72	S. E., fresh	.....	Clear.
2:00 p. m.	30.14	75	68	S. E., fresh	.....	Clear.
3:53 p. m.	30.12	76	64	S. E., fresh	.....	Clear.
9:00 p. m.	30.15	73	63	Calm	.....	Clear.
10:18 p. m.	30.17	72	67	Calm	.....	Clear.

Maximum thermometer, 81; minimum, 62.

GENERAL OBSERVATIONS.

CHICAGO, July 22—Midnight.

Stations.	Bar.	Thr.	Wind.	Rain	Weather.
Alpena	30.24	63	S. W., gentle		Clear.
Buffalo	30.21	70	N. E., fresh		Clear.
Cleveland	30.21	67	Calm		Fair.
Davenport	30.20	72	Calm		Clear.
Detroit	30.18	67	N., fresh		Clear.
Duluth	30.21	67	N. E., gent.		Clear.
Grand Haven	30.20	65	E., gentle		Clear.
Port Huron	30.28	67	N., fresh		Clear.
Keokuk	30.10	73	Calm		Clear.
Leavenworth	30.12	69	S. E., gentle		Clear.
Milwaukee	30.28	63	S. E., gent		Clear.
Omaha	30.10	68	S., gentle		Clear.
Toledo	30.19	70	Calm		Clear.
Yankton	30.12	68	S. E., fresh		Clear.

THE CROPS.

Special Dispatch to The Tribune.

ST. PAUL, Minn., July 21.—Reports received to-day at the offices in this city of the St. Paul & Sioux City and St. Paul & Pacific Railroads, from various points on these roads, are uniform in the statement that few 'hoppers are to be seen either flying or settled on the ground. In fact the indications are strong that the ravages of the pests in this State for the present season at least are at an end. Further gratifying intelligence is also announced that in localities heretofore ravaged the crop prospects are steadily improving, and that fields which a short time ago were considered entirely worthless, will now turn out a fair crop. This is particularly true of many towns in Stearns, Meeker, and Stevens Counties.

FOREIGN.

The Palace at Constantinople Furnishes News Voluntarily.

Correspondents Told to Publish the Imminent Danger of the City.

The Act Understood to Indicate a Desire for English Aid.

England Taking Most Important Steps Toward War.

Troops Ordered to Embark Without Women and Children.

Several Severe Engagements Reported Near Adrianople.

GENERAL.

SERVIA.

VIENNA, July 22.—A Belgrade special states that the Skuptschina has authorized the Government to take all steps which circumstances may render necessary. The Czar has expressed to Prince Milan his gratification as to the reserved attitude of Servia.

IN THE BALKANS.

LONDON, July 22.—A Russian official account of operations in the Balkans, dated Tirnova, July 19, says: "The Schipka Pass was taken to-day and occupied by a regiment with two guns. On the 17th inst. Gen. Gourkha, after an engagement in which he lost 207 killed and wounded, occupied Kazanlik and the Village of Schipka."

THE PORTE.

CONSTANTINOPLE, July 22.—The Porte has communicated to the British Embassy a dispatch from Plevna, stating that Osman Pasha had arrived there en route to Nikopolis, after defeating the Russians in two days' fighting.

THE IMPERIAL YACHT IZZIDIN

has left Constantinople with sealed orders. It is reported she has gone to bring back Midhat Pasha. A dispatch from Malta to-day, however, says the Izzidin had arrived there with dispatches for the Turkish Consul, and afterwards proceeded to Crete.

GERMANY.

BERLIN, July 22.—The *Presse* states that, in the event of disturbance in Constantinople, the German fleet in the Levant is instructed to act energetically for the protection of German interests in the East, and no less so for the interests of Russians remaining in Turkey under protection of Germany.

MINISTER OF WAR.

A Vienna correspondent says Mahmoud Damad Pasha has assumed the functions of Minister of War. It is stated that Abdul Kerim and Redif Pasha are to be exiled to Broussa. Another telegram from Therapia says they are to be tried.

PHILIPPOPOLIS.

SYRA, July 22.—It is said the inhabitants of Philippopolis have addressed a petition to the Sultan demanding that an armistice be concluded between the belligerents.

EXAGGERATED.

A Bucharest correspondent telegraphs: "In official circles here it is believed that the number of Turks under arms in Europe has been greatly exaggerated, and that there are not more than 90,000 available for offensive movements in the quadrilateral, now that Rustchuk has been cut off from Shumla and Varna."

A RUSSIAN DEFEAT.

CONSTANTINOPLE, July 22.—Adrianople telegrams state that Rachuf Pasha defeated the Russians Friday, and drove them behind Yeni-Saghra with a loss of 3,000 men. Abdul and Redif Pashas have arrived at Constantinople.

A SECRET EXPEDITION.

A Portsmouth dispatch says the men have been working on troop ships all to-day (Sunday). It is reported that 560 troops will be dispatched in the Euphrates Thursday next for an unknown destination, and 1,500 more will follow on Friday in the troop ship Crocodile.

ASIA MINOR.

LONDON, July 22.—An Erzeroum dispatch of this date says the Russians have fallen back from Kurukdara to Darget, with the object of effecting a junction of their forces at Zaim. Mukhtar Pasha is at Soubatan with forty battalions, and intends attacking the left wing of the Russian army.

SULEIMAN.

An Adrianople dispatch to-day says 18,000 of Suleiman Pasha's men left for Jamboli, and the remainder, with Suleiman himself, will leave between to-day and Thursday next.

THE FORTIFICATIONS AT ADRIANOPLE

have been completed, and will be armed in the course of a week. A Ragusa dispatch to-day says the Montenegrin army, except six battalions which are guarding the Albanian frontier, arrived Saturday near Nicsics.

THE PRINCE OF MONTENEGRO

is in command. It is stated that the bombardment of Nicsics will commence to-morrow.

FEAR OF RIOTERS.

PERA, July 20.—The families are preparing to leave Constantinople from fear of the vanquished army of irregulars retreating before the Russian army.

A CRY FOR HELP.

PERA, July 20.—Intimation from the palace was volunteered to English correspondents generally that they would be permitted to telegraph that Russian occupation of Constantinople was imminent. They were, however, informed subsequently that telegrams of only certain correspondents would be allowed to pass. It is believed here that the Palace party would welcome the approach of a British fleet.

GREECE.

A dispatch from Athens reports that new reserves have been summoned, and are coming in willingly and in full numbers. Many youths, some of good family, are volunteering to cross the frontier.

THE RAYAHS.

Should the Russians pass the Balkans in force a rising of Rayahs would almost certainly follow.

ENGLAND.

SHE MAKES A DECISIVE MOVE.

LONDON, July 13.—Orders have been received at Aldershot for the Second, Eighth, and Sixteenth Regiments to embark for foreign service Wednesday, and the Nineteenth and One Hundredth Regiments will be held in readiness for immediate embarkation. A special from Aldershot says the second battalion of the Second Regiment and the second battalion of the Thirteenth Regiment are to be held in readiness to embark Thursday and Friday, respectively. Portions of the Ninety-eighth and Sixty-fourth will also embark during the week.

WOMEN AND CHILDREN ARE NOT TO ACCOMPANY THE REGIMENTS,

as usual. The Seventeenth Lancers, who were about to quit their camp for Leeds, have been ordered to remain.

THE PRESS.

The *Standard's* leader says: "The rumor circulating yesterday relative to the dispatch of expeditionary forces to Gallipoli were very much exaggerated. What has been really decided is, that the garrison of Gibraltar and Malta shall be immediately reinforced. This decision is meant to indicate that England is watching events in the East with something more than anxiety. England has hitherto stood aloof from the war, resolved on honorably maintaining her attitude of neutrality. From that resolution she would not have departed had the campaign been confined within the limits of the Czar's original proclamation. But England's forbearance has a limit. Even should it ultimately become necessary to send a British force to protect Constantinople from falling into Russian hands, the Government could not shrink from the responsibility without betraying its trust. The force of marines aboard the fleet will be considerably strengthened."

GEN. GRANT.

BERNE, July 22.—Gen. Grant is now staying at Interlaken, where he makes excursions to the mountains in the vicinity. In accordance with Gen. Grant's desire, there will be no public ovation on his arrival at Berne.

CIVIL WAR.

(Continued from the Third Page.)

nished by the extra editions of the newspapers. The 8 o'clock extra of THE SUNDAY TRIBUNE met with an immense sale, and could scarcely be supplied in quantities sufficient to meet the demand of purchasers. Thousands of copies were called for at the counting-room, and the newsboys reaped an immense harvest without going a half-dozen squares from the office. When the evening editions came out, a large concourse of citizens were found assembled about THE TRIBUNE Building, and, as the most of them remained to gather further particulars, the crowd steadily swelled in numbers until there was

A PERFECT JAM,

not only upon the sidewalk for a block either way, but the street was blocked so as to seriously impede travel at times.

This was the first instance when it became absolutely necessary to issue an extra edition on Sunday since war time and there was a much greater amount of interest and excitement manifested over the news by telegraph from the scene of the riot than has been exhibited at any time for years. Even the first news of the war in Europe, and the Presidential nomination and election, paled into insignificance before the tumult which prevailed at the corner of Madison and Dearborn streets last evening. The nearest approach to this scene was that exhibited when the first bulletins of THE TRIBUNE appeared in the office-windows after the great fire of 1871.

Everybody had an opinion to express, and many appeared to have a strong leaning in favor of the strikers. Some, more conservative than others, deprecated the loss of life and property, and blamed the mob for going so far, but still signified that they sympathized with the rioters, even though they were in the wrong. This, they claimed, was because they felt that the Company had done wrong as well, in that it refused to accord to its employes sufficient wages to keep soul and body together, while the managers were quarrelling and fighting continually with the managers of other roads upon the tariffs, which they cut down until they could not make any money, when they proceeded to cut down the salaries of the poorer class of employes, who were already getting too little for their services, while the leading officials were still drawing princely salaries. There seemed to be a general feeling of nervousness lest Chicago should be visited during the week by scenes like those read about in Pittsburg. The excitement was kept up until midnight, at which time many men were observed wending their way homeward, still talking over the events of the past few days, while a few greedy newsboys were still selling SUNDAY TRIBUNE extras.

MISCELLANEOUS.

THE MAILS.

The mails over the Pittsburg, Fort Wayne & Chicago and the Baltimore & Ohio Railroads were sent by roundabout routes last evening. The Pittsburg and Philadelphia mails were sent over the Michigan Southern line to Cleveland, whence they will be sent to their destinations if possible. The Baltimore & Ohio mail was placed on the Kankakee route, and may reach its destination after several changes. The above are all the mails that had been diverted from their usual routes last evening.

ONLY A RUMOR.

It was rumored yesterday afternoon that troops were to change stations from Bismarck to points in the East; that they were to pass through this city to-day; and that they would in all probability be invited by special request to cast their lines with us until the present troubles are blown over. The facts of the case are, simply, that two companies of the Twenty-second Infantry, which were ordered temporarily to Bismarck to take a hand in the Indian row in that vicinity, have received orders to change stations, and are at present en route for their old stations, at Mackinaw and one other place in New York. It is not known by the military officers of this post whether they will even pass through this city, or whether they will go by way of Duluth. At all events, their passage to the East has no significance whatever.

M'AULIFF.

About three weeks ago, a reporter met Mr. McAuliff, who figured so conspicuously in Communistic circles three years ago, and asked him how things were getting along. Whereto Mr. McAuliff responded that things were getting along finely, and that in about a month there would be seen in this country the biggest fight between capital and labor which had ever taken place in the United States. The reporter thought at the time that Mr. McAuliff was a little bombastic, and that impression might have been true. It is equally possible, however, that he had been informed as to what was coming, and that there had been much preliminary preparation and discussion before the present conflict began.

PUBLIC SENTIMENT.

THE PRESS.

ARE THE RAILROADS FORCED TO ECONOMIZE?—PITTSBURG SYMPATHY WITH THE STRIKERS.

The real question in this matter is, Are the railroads forced to economize? If they are, can they do it in a way that will be less oppressive to the employes? We candidly think that the roads are absolutely compelled to practice economy. Dividends on the Pennsylvania have been cut down to 6 per cent, and will be on other roads. This is simply legal interest on the money invested. Where persons are dependent on these investments for a living they certainly should not be asked to suffer more than they have—a reduction of 25 per cent in their dividends. Then the roads will have a prodigious struggle to make this dividend at the next quarter. Certainly something is due those who own stock. As to whether the reduction of wages has been equitably done, we are impressed that there is room for doubt. Ten per cent from those who receive but little is more severely felt than those who receive much. This might have been graded to better advantage, and we believe it might be well, even yet, to rearrange this feature of the reduction. . . . We deem it proper to say, in order that the railroad authorities may distinctly understand the situation, and not from an unkind spirit, that the general drift of public sympathy in this city is with the strikers. This grows out of several things. 1. It is believed that in both reducing pay and shortening time they have a real grievance, more than should have been put upon them. 2. It is thought that were the roads managed more directly for the stockholders, and less for special corporations in which officers of the Company are interested and out of which they make money at the expense of the stockholders, there would be less occasion for bridging difficulties by reducing the compensation of workmen. 3. In this city, the sense of wrong, felt by many of our people because of the system of freight discriminations, inclines them to favor the strikers. We have had many representations made to us on the subject,—among them, that, in shipping goods from here to Boston, our people can get better rates by first sending the goods to Cincinnati, and reshipping them directly through here to Boston. We do not approve of strikes as means of rectifying wrongs, but we state a fact that ought to be clearly known, when we say that public opinion in this city is more favorable to the strikers than any former trouble we have had, and that our people think they have grievances that out to be remedied.—*Pittsburg Commercial Gazette.*

THE RAILROAD BUSINESS.

By reason of the rapid extension of railroads in every part of the country of late years, the business has drawn an immense number of men into it. We speak particularly of those who rank as engineers, firemen, and brakemen. They constitute a vast department of labor throughout the land. In the flush times of the last fifteen years they have commanded steady employment and received good wages, but since the collapse of railroad building after the panic of 1873, and especially since the severe competition of the last two years set in between rival routes of transportation, their wages have been steadily, and in some cases rapidly, reduced. Like all other employes in the other departments of labor, they have been living in hope that every reduction in their wages would be the last, just as their employers have been hoping year by year that the worst in the way of business depression was passed and a return to good times near at hand. Everybody has been disappointed in their expectations in this respect, and none more so than the railroad companies of the country. Within the last year their condition has grown perfectly desperate, owing to the excessive cutting of rates, and one by one they have gone into bankruptcy and sunk out of the hands of their stockholders. In order to save themselves from sharing the same fate, other roads have resorted to every expedient in the way of economy, and to this end have not hesitated to cut down the wages of their employes to the very lowest possible point. This has been especially true of the so-called trunk lines, and more particularly, perhaps, of the Baltimore & Ohio. Step by step labor has gone down with the rates of freight, until both are now at a point where a crisis in their affairs seems imminent. And inasmuch as four great lines are now competing for an amount of business scarcely sufficient for two of them, there is no hope that either their own pecuniary condition or that of their employes will materially improve for an indefinite time to come.—*Wheeling (W. Va.) Intelligencer.*

LABOR NOT REMUNERATIVE.

It is a startling fact, but a fact nevertheless, that the rewards of labor in this country scarcely find remuneration sufficient to pay the cost of living in that position of respectability which the American producer has been accustomed to in the past. To make the assertion as epigrammatical and terse as possible, we declare that the time has come in the history of the United States when labor is not remunerative! As a result of reckless legislation and total disregard of the condition of the workmen of the country, we find discontent everywhere. Wages in workshops have been cut down to the lowest figure, or the operatives have been thrown out of employment altogether; farmers cannot show a surplus over expenses, and the interest on mortgages is constantly eating away their land; cities and towns are crying out against enormous taxation, and in some cases threatening repudiation because they cannot pay; trade and commerce languishes, and speculations are becoming confined to a reckless sort of gambling on the margins of legitimate pursuits. . . . Coercion and mob violence are pepugnant to our system of government. They should not for a moment be tolerated, no matter how great the grievance nor how deep the wounds which are made by profligate legislation. It is the boast of our country that the law is supreme. The people must be patient a little longer. The evils which disturb the country can be righted in a constitutional and proper way. Panics and violence will do no good. We have voluntarily placed our necks under the yoke, now let us bear the burden of the load through the heat of the day.—*Kansas City Times.*

A DEMOCRATIC RECANTATION.

The West Virginia Democrats have always been foremost amongst those who asserted the sovereignty of the State, and deprecated the intervention of the national authority, which was said by them to exist only by sufferance and permission of the States, in domestic and local difficulties. It was from the two Democratic Virginias, on all occasions, in season and out of season, that were heard the loudest censures of the Federal Administration which presumed to send a squad of soldiers to enforce the laws in a State. Only last November Virginia made the air ring with indignant remonstrance because a Lieutenant and seven marines dared to set their feet on the sacred soil of one of her cities to prevent a desperate election riot, which the civil officers did not care to repress. Now the Governor of West Virginia, finding one of her towns occupied by a few hundred railroad rioters, who defy the local authorities, entreats Federal help and Federal soldiers from the President quite as earnestly as he used to remonstrate against all intervention from that quarter. He would rejoice to see not only a Lieutenant and seven marines, but a Brigadier-General and a whole brigade, repair to the scene of disturbance at once, with the United States flag flying at their head and the shrill fife piping the national airs. This is a conspicuous Democratic backing-down, a recantation, a surrender of the Democratic Constantinople, on the sacred soil of Virginia, "the Mother of Presidents," by the Democratic Sick Man. The Democratic doctrine on Federal intervention is a sham and a delusion. It tumbles to pieces at the piercing tests of truth. Gov. Matthews is compelled by the overpowering and paramount law of self-preservation to abandon it while he stretches his hands in earnest appeal to the Federal power which he has heretofore spurned with scorn and loathing.—*Louisville Commercial (Rep.).*

THE DISCONTENT AMONG THE WORKING CLASSES.

It is useless to try to disguise the fact that there is an almost universal feeling of bitter discontent pervading the working classes. They think they are made to bear more than their share of the burdens incident to the hard times. They find that the necessaries of life are continually raising in price, while their wages are as continually reduced, and delayed in the payment. It is natural that they should feel so. Every man is disposed to think he is worse treated than any of his acquaintances. It is the old story of the heart alone knowing its own bitterness. But in reality these men are no worse off than others. They have situations and are earning something, even if it be small, and long in coming. There are any number of thousands of men in the country who would be glad to exchange places with them, as they know very well. . . The strikes will have to end some time, and the business of the roads go on as before; but when that time arrives it will be found that many men have permanently lost their situations, that fewer men will be employed to do the work, and that the evils of overcrowding the ranks of regular railroaders will have been largely aggravated by the addition of great numbers of new men from other walks of life, whom the employers have worked in to supply the places of those refusing to work, or discharged.—*Toledo Blade.*

GOVERNMENTAL INTERFERENCE IN TRADE AND BUSINESS.

While the workmen are striking all over the country, there is great depression in the lines of business which employ the greatest number of men; insurance companies and banks are suspending; there is an army of 30,000 tramps in Pennsylvania and one of 20,000 in Illinois during the harvest season, and the people have just taken $70,000,000 of a Government loan at 4 per cent, upon which they have paid a premium amounting to nearly eighteen months' interest. Seasons of depression usually arise either from a lack of capital or a lack of labor, but neither of these conditions now obtains here. On the contrary, capital and labor are both abundant, and both eager for remunerative employment, and there is no present prospect of change for the better, for where money goes begging at 4 per cent, wages cannot be high, and, when thousands of men go tramping through the country, it is certain that labor cannot be well paid. The cause which keeps capital and labor apart in this country, which paralyzes industry and destroys business, is the interference of the Government in trade and business. It is this cause which underlies the strikes, which starves the workingmen, and locks up capital.—*Springfield (Ill.) Register (Dem.).*

AN OBJECT LESSON.

Recent and present events along the line of the Baltimore & Ohio Railroad seem to have had at least one good effect already. They have taught an object lesson in the matter of State rights and nationality which a hundred speeches could not have made so clear or impressive. Here is a Democratic Governor of a Democratic Commonwealth called on by the local authorities to suppress an insurrection against the laws of the State and protect the property of its citizens. The Governor finds, on consulting his Cabinet, that there are three skeleton militia companies in the State. These are called out, and two of them immediately fraternize with the rioters,—thus, in effect, turning their guns against the State. The Governor himself attempts to reach the seat of war, and at Grafton is insulted and assaulted by the insurgents, who throw a large boulder through his hotel window, which he barely escapes by dodging. Up to this point State sovereignty had been carrying on the campaigns against the law-breakers, but here the States' Rights Governor is met by that late apostle of State rights, President Garrett, and the two offer up their pet theory on the altar of military necessity, and unite in telegraphing the President for Federal troops to put down a State rebellion coddled by State militia! The conversion seems to have been singularly complete, especially in the case of Mr. Garrett, who found that pecuniary interest was a wonderful stimulant to political evolution.—*Philadelphia Inquirer (Rep.).*

THE STATES AND THE FEDERAL GOVERNMENT.

One of the most dangerous signs of our time is the readiness to call for military aid from the Federal Government. The tendency to seek the centre, the disposition of the centre to absorb all the efficient powers of Government, are the only dangers that have menaced our political system for ten years past. The precipitate call of the Governor of West Virginia for troops was certainly not in accordance with the spirit of our institutions, even if it was a case strictly within the constitutional limits of Federal interposition. It is the State must properly arbitrate between conflicting citizens. It is the State whose duty it is to protect property and life, and to put down disregard of municipal law and punish its violation. Where this is plainly impossible the State may call upon the other States, that is, upon the central agent of all the States, to render assistance. If the States, by reason of defective civil or military organization, are not in a condition to suppress lawlessness, it will be well for them to make immediate provision for such emergencies. We cannot now make the States too strong. We cannot do too much to make the citizen turn his eyes to the State as the protector and the enforcer of law, nor too much to make him respect the State authority. The danger that now threatens is that the citizen will regard the State too lightly, and look solely to the Federal Government as the centre and source of all power.—*Nashville (Tenn.) American (Dem.).*

WAGES BELOW THE LIVING POINT.

The causes underlying the movement, as alleged on the part of the [Baltimore & Ohio] strikers, is an attempt to reduce their wages below the living point. They allege that the company employing them has made two reductions within a comparatively recent period, and they are now resolved to resist an attempt at a third reduction. They also point to the fact that the road pays 10 per cent dividends, and that the stock is quoted above par. If, as alleged, the men are entitled to more pay than they receive, they will have the sympathy of the public. It cannot be denied that the times bear very hard upon labor of all kinds, but it bears hardest upon partially skilled and unskilled labor. But, while this is true, and the public feel for those subjected to great hardships, it also favors law and order, and the employment of peaceable and lawful methods to redress grievances. It is just here that the men who make this plea commit a grave error, in permitting themselves to be misled by reckless agitators. They have committed a grievous error, and lost a point, where they hoped to make one.—*Pittsburg Chronicle.*

WAR AGAINST SOCIETY.

The hostile demonstrations are based on assumptions that no civilized community can tolerate. They aim at the enforcement of terms of employment by violent and aggressive interference with the property of corporations that are acting as servants of the entire country, and they strive to prevent the installment of reliable and obedient employes in the places they vacate by intimidating and inflicting bodily injuries upon their proposed successors. Such proceedings can have but one meaning. They constitute direct and defiant war against society, which organized communities must combat and defeat by every available agency. It would be ruinous to leave millions of property and the freedom of the arteries of trade at the mercy of a few excitable individuals, and a fatal blight would soon fall upon every important enterprise if it became the common law of the land that all possessions are held subject to the will and demands of riotous strikers.—*Philadelphia Press.*

CONDITION OF THE RAILWAY COMPANIES.

There can be no doubt that the labors of the men entitle them to more pay than they are to get according to the reduced scale of wages. This is the case just now everywhere upon the great railways where wages have been reduced. But, unfortunately, that is not a subject the railway companies can adjust at this time as it ought to be adjusted, and as they would like to have it. There can be no question but all of them would be very much rejoiced to have the business of former times that enabled them to pay the wages of former days. But they have not got it, and, like all other people in similar straits, they are forced to reduce expenses and do what uncontrolable circumstances compel. The question with them is not what they would like to pay, but what they can pay and keep going; and this being well understood by their employes, most of the latter, where similar reductions have been made, have resolved to make the best of what in itself is bad enough without making it worse by useless strikes and wholly indefensible riots.—*Philadelphia Ledger.*

CREDITABLE TO THEM AS CITIZENS.

It is said that when the West Virginia militia were ordered to load they were so agitated that some of them could not find their cartridge-boxes. This, while not evincing high warlike qualities, was very creditable to them as citizens. We venture to say that against a public enemy on the field of battle these same men would have done their duty bravely; but it is a fearful thing to open fire upon American citizens, even though they be violators of the law. In this case many of the strikers were coerced into the movement, and would gladly have yielded if they dared. Others were desperate with their sufferings and their blank future; all of them misguided and irrational. Well might a citizen soldiery blanch at the thought of firing a volley into them. That is a last resort, and, though perhaps it might have been necessary, it was wise to avoid it as long as possible.—*Baltimore Gazette.*

STATE RIGHTS.

Govs. Matthews and Carroll should never more criticise Gov. Kellogg of Louisiana; Gov. Ames of Mississippi, nor any of the carpet-bag Governors in the South for calling upon the President for troops. It is a fact that none of our State Governments amount to much in the way of power to promptly suppress riots and insurrections; but West Virginia has made the poorest showing in this respect ever made in this country. Gov. Matthews practically surrendered to the railroad rioters and begged the President to save him and his State; and, if the strikers enter upon the work of executing their threats in Maryland, we may find Gov. Carroll imitating the valorous Chief-Magistrate and Commander-in-Chief of the armies of West Virginia. When these Governors are caught talking about State rights in the future, we hope they will be reminded of the time when they made the rights of their States appear ridiculous in the eyes of the world.—*Philadelphia Record (Ind.).*

STRIKES NEVER SUCCESSFUL.

The world has not yet witnessed a successful strike. In the end it is always the poor man who is driven to the wall. Undoubtedly the case is often one-sided, and with the workingman; but his misfortune is his lack of both knowledge and resources. He needs intelligent, not excited, leadership, and this he rarely gets. It is so hard to lead wisely, so easy to mislead, and demagogues are plentiful. This railroad business is unhappy for all concerned in it, and its results will in too many instances be deplorable. No right-feeling man can find it in his heart not to pity the distress of the poor work-people, yet no right-thinking man can approve the nature of the proceedings resorted to. They are really opposed to the interests of the workingman, as is everything that is opposed to the public order and peace.—*Louisville Courier-Journal.*

CORRESPONDENCE.

A CORRESPONDENT SEEKS A REMEDY.

To the Editor of The Tribune.

CHICAGO, July 22.—Your usually independent course in allowing both sides of a controversy that concerns the general public to be heard through your columns induces the writer to say a word for the toiler, in the hope that, by an agitation of the subject, some of our leading thinkers and practical business men may be able to suggest some other and better way than through the medium of strikes for the oppressed poor to make their grievances appreciated by their employers. Ready writers and the columns of the press are freely enlisted on the side of Capital, while Labor, poorly paid and numbering in its ranks but few educated champions, raises its voice feebly, and newspapers give it space reluctantly.

In your editorial,—"The Extension of the Strike,"—published in your issue of the 21st, you give a table showing the depreciation of stocks of ten of the leading railways, and point to it as a sufficient reason for a further reduction of wages of employes.

With this proposition I must take issue. I ask you: Does the amount of "issued stock," with the "bonds," of *any* of the roads you have named represent anything like the actual money invested in, or cost of, the property? I assert that it does *not*, and that if quite one-half of the amount of issued stock of any one of these roads was entirely canceled, the remainder, with the bonds, would more accurately represent the actual cost and value of the property. If my assertion is correct, are not the executive officers of these roads endeavoring to earn dividends on two dollars where only one is invested? Are the holders of these stocks satisfied to take the same rate of interest on their investment, even on their fictitious stock, that the Government pays—4 per cent? Evidently, most of them are much dissatisfied if they do not annually receive 8 per cent on the par value.

Another point to which attention is invited is, the constant strife and wrangle among the railroad managers themselves, in the matter of freight and passenger rates. We know that a diminished traffic, caused by the universal stagnation in all branches of business, has materially decreased their revenues. Added to this, executive officers of these roads, for reasons best known to themselves (and in some instances the writer knows that it has been done to cover individual speculative interests), must cut rates ruinously low, and have a "war," entailing great losses upon their respective corporations. Have you any idea that these quarrelsome managers expect the losses of these "wars" will be made good by the stockholders of their roads? It is doubtful if there is any such instance on record. On the contrary, these self-same managers, urged on by the knowledge that "no dividends" means that they must step down and out from their well-paid positions, and give place to men who will find a way to make them, turn at once to the service with the cry of retrenchment, discharge many faithful and tried employes, thus adding more labor to those that remain, who must also submit to having their scanty pay further reduced.

Perhaps it would be a public benefit if a few of these roads did as you suggest, "Stop salaries altogether by stopping business," and meet the emergency as a private firm would, by going into liquidation and wiping out some of their fictitious stock. Your assertion that this "reduction in wages did not bring them below the market rate is shown by the rush of men willing to take the places of the strikers," is but a comment on the stringency of the times, and, in view of the circumstances herein pointed out, is not a fair justification of the reduction.

If the press and "the public have no sympathy with the manner in which these misguided men have set about to remedy their grievances," will not some one, for the sake of suffering humanity, suggest some other practical method for them to pursue, that their grievances may be heard and appreciated by the greedy stockholders.

I certainly deprecate strikes, much as I do the causes which lead to them, but in the absence of some practical and reasonable way for Labor to make itself heard and respected by Capital, what is the laborer who feels himself oppressed to do?

Let us sincerely hope that THE TRIBUNE and the able minds who speak through its powerful columns may be able to point out a way in which we may meet IMPARTIAL JUSTICE.

In the Golden Age of Girlhood

preserve the beauty of the teeth with Sozodont, and then, when the hair is silvered and the eyes dimmed with years, the mouth will still reveal two glittering rows of unsullied ivory.

PROVIDENCE, R. I., Sept. 16, 1874.—*Dr. Giles:* I paid $100 to a veterinary surgeon for medicine and attendance on a valuable saddle horse, without any benefit. He was lame *from a curb* more than a year, and useless in consequence of it. No remedy I could find had any effect. I applied the Liniment Iodide of Ammonia, and, to my great surprise, found that it removed both lump and lameness. Having driven him recently over a very rough road, sixty miles in two days—two of the hottest days this summer—without the least symptom of return of curb or lameness. As a precaution, I took a bottle of liniment with me, but had no occasion to use it. In all cases where a liniment can be applied it gives me the greatest satisfaction. J. B. TALLMAN. For sale by all druggists.

No better indorsement is needed for Bernard's Golden Dentilave than the favor it has met with. As a dentifrice it has no equal. Ask your druggist for it.

MEDICAL.

SANFORD'S JAMAICA GINGER.

The Delicious Family Medicine.

This elegant Preparation is prepared from the True Jamaica Ginger, combined with choice aromatics and genuine French Brandy, and is vastly superior to every other Extract or Essence of Ginger before the public,—all of which are prepared with alcohol by the old process.

SANFORD'S JAMAICA GINGER
Prevents Chills and Fever.

SANFORD'S JAMAICA GINGER
Induces Copious Perspiration.

SANFORD'S JAMAICA GINGER
Cures Colds and Chills.

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Prevents and dispels Feverish Symptoms.

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Dispels Rheumatic and Neuralgic Symptoms.

SANFORD'S JAMAICA GINGER
Is a Warming and Refreshing Beverage.

SANFORD'S JAMAICA GINGER
Breaks up a fresh cold in one night.

SANFORD'S JAMAICA GINGER
Is superior to Composition and Nauseating Possets.

SANFORD'S JAMAICA GINGER
Cures Cramps and Pains.

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Cures Diarrhoea and Dysentery.

SANFORD'S JAMAICA GINGER
Cures all Diseases of the Bowels.

SANFORD'S JAMAICA GINGER
Relieves Flatulency and Indigestion.

SANFORD'S JAMAICA GINGER
Is delicious when taken with milk and sugar.

SANFORD'S JAMAICA GINGER
Assists the weak, the weary, and the aged.

$500 REWARD will be paid for a bottle of any other Extract or Essence of Jamaica Ginger if found equal to it in fine flavor, purity, and prompt medicinal effect. Largest, Cheapest, and Best. Sold by all Wholesale and Retail Druggists, Grocers, and Dealers in Medicine. Price, 50 cents. Samples free. Dealers should purchase original packages of one dozen to obtain the trial bottles for free distribution. WEEKS & POTTER, General Agents and Wholesale Druggists, Boston.

The Most Important Medical Discovery of this Century.

COLLINS'

Voltaic Plasters.

THIS great remedy consists of Voltaic or Galvanic plates carefully attached together and imbedded in a Porous Plaster, highly medicated, forming the grandest medical agent of this century. It is a gentle and constant

ELECTRIC BATTERY

Closely and continuously applied by the adhesion of the Plaster, and is capable of effecting instant relief and permanent cures in the most distressing cases of chronic external muscular and nerve ailments, and in diseases originating in a disordered condition of the electrical or vitalizing forces. It is unsurpassed as a prompt and sure remedy in

Rheumatism, Neuralgia, Paralysis, Cramps, St. Vitus' Dance, Sciatica, Hip Complaints, Spinal Affections, Nervous Pains and Irritations, Epilepsy or Fits proceeding from Shocks to the Nervous System, Ruptures and Strains, Fractures, Bruises, Contusions, Weak Muscles and Joints, Nervous and Feeble Muscular Action, Great Soreness and Pain in Any Part of the Body.

The Best Plaster in the World of Medicine. Price, 25 cents. Sold by all Druggists. Sent by mail, on receipt of 25 cents for one, $1.25 for six, or $2.25 for twelve, carefully wrapped and warranted, by WEEKS & POTTER, Proprietors, Boston, Mass.

LINEN SUITS.

CLEARING SALE.

West End Dry Goods House,

Madison and Peoria-sts.

LINEN SUITS, COSTUMES,

AND

Summer Cloaks

TO BE SLAUGHTERED!

For the next 30 days we will sell all our Linen Suits, Percale Suits, and Polonaises, also Cashmere and Drap d'Ete Cloaks for less than the cost of material. These goods are all of our own make, and are guaranteed to give perfect satisfaction.

Linen Suits, in 3 pieces, for $2.50.
Linen Basques and Overskirts for $3, formerly sold for $6.
Linen Basques and Overskirts, nicely embroidered, $3.50, former price $7.
Linen Suits, in 3 pieces, handsomely embroidered, $4; usual price $8.
Brown Percale Suits, 3 pieces, $2.75.
Brown and Blue Percale Polonaises, $4 and $4.50; sold for $8 and $9.
Linen Suits elegantly embroidered, in 3 pieces, with knife plaiting, $5 and $5.50; sold for $10.
Cashmere Cloaks, extra long, lace trimmed, $5.
Cashmere Cloaks, richly trimmed and wide fringe, $6 and $7; former price $12.
Drap d'Ete Cloaks, elegantly trimmed in the latest designs, $8 and $10; former price $18 and $20.
Drap d'Ete Dolmans, in all the newest shapes, richly trimmed, $8 and $10; usual price $16 to $22.50.

SILK CLOAKS.

25 Silk Cloaks at $8.50, worth $16.
35 Silk Cloaks at $10 and $12, worth $25.
25 Silk Cloaks at $14 and $16.50, worth $28.
20 Silk Cloaks at $20, former price $35.

Parasols at Almost Half Price.

Same goods as above advertised at our New North Side Store, Clark and Erie-sts.

CARSON, PIRIE & CO.

MISCELLANEOUS.

PUBLIC NOTICE.

DELINQUENT WATER RENTS.

CITY COLLECTOR'S OFFICE,
Room 7, City Hall,
CHICAGO, July 20, 1877.

Public notice is hereby given that I have this day received for collection the Delinquent Water Warrant for all water rates or rents remaining due and unpaid from May 1, 1876, to April 30, 1877.

All persons interested are hereby requested to make immediate payment of all such water rates or rents at this office; and that at the expiration of twenty days from publication of this notice, I shall at once proceed to levy upon the goods and chattels of all such persons who have failed to pay within said twenty days, as the law directs.

W. H. HEAFFORD, City Collector.

NEW PUBLICATIONS.

SUMMER TRAVEL.

Appletons' Illustrated Guide-Books.

New Editions Thoroughly Revised for the Summer of 1877.

I.

HAND-BOOK OF SUMMER RESORTS;

With Principal Routes of Travel. With 70 Illustrations. Giving complete and exhaustive information upon all places of Summer Resort in the United States and Canada, excellently illustrated. An attractive and charming volume. Price, in paper covers, 50 cents; cloth, 75 cents.

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ILLUSTRATED HAND-BOOK OF AMERICAN CITIES,

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STOCKHOLDERS' MEETING.

Joliet & Northern Indiana R. R. Co.

JOLIET, July 15, 1877.

NOTICE.

The annual meeting of the Stockholders of the Joliet & Northern Indiana Railroad Company, for the election of Directors, and for the transaction of such other business as may be brought before it, will be held at the office of the Company in the city of Joliet, Illinois, on the 20th day of August, at 12 o'clock.

By order of the Board.

R. G. RALSTON, Secretary.

MOTTLED GERMAN SOAP.

WHEN BUYING SOAP
—ASK FOR—
PROCTER & GAMBLE'S

Mottled German.

There is None Better,
OR MORE ECONOMICAL FOR FAMILY USE.

SUMMER RESORTS.

GLEN PARK HOTEL,
WATKIN'S GLEN, N. Y. Terms, $2 to $3 per day. Appointments A1. 'Bus free. Send for circular and analysis of water. C. S. FROST, Proprietor.

ROYAL BAKING POWDER.

ROYAL BAKING POWDER

Absolutely Pure.

Such is the intrinsic merit of the ROYAL BAKING POWDER, that to-day throughout the country it stands alone as the standard Powder. Through excellence of quality alone has it gained so high a reputation and position in the kitchens of the best Housekeepers in the country. Thousands of the very best families in the city and country testify to its superiority over all others, and that it will go farther and make better biscuit, rolls, [illegible], puddings, muffins, etc., than any other kind. It is warranted absolutely pure. The ingredients that enter into its composition are all healthy and nutritious. Its great strength, superior quality, and perfect uniformity [illegible] themselves to every intelligent Housekeeper who will give it a trial. It contains the exact strength [illegible] pure powder.

A special advantage of the Royal Powder is that it will keep any length of time in any climate, and [illegible] like most other powders, to contract dampness and spoil by exposure to the atmosphere.

The ROYAL BAKING POWDER is for sale by the best Grocers everywhere.

FINANCE AND TRADE.

The Loan Market Dull---New York Exchange Weak.

The Chicago Produce Markets Rather Quiet.

Hogs Firmer; Provisions, Wheat, and Corn Steadier; Other Grain Weak.

FINANCIAL.

Throughout the whole of last week the supply of New York exchange continued to be in excess of the demand. Sales were made between banks at 40@80c per $1,000 discount. There was nothing more than an ordinary demand from the country for currency.

The supply of negotiable paper is small. The rediscounts offered by the country banks are not large in the aggregate, and the amount of paper made by the city customers of banks is anything but liberal. There is great dullness in commercial and financial circles.

The local loan market was dull. The supply of paper was light, both from city and country.

Rates of discount were 8@10 per cent at the banks to regular customers. To good outside borrowers call loans were made at 4 per cent.

New York exchange was sold between banks at 40@80c per $1,000 discount.

The clearings of the Chicago banks were reported as follows by Manager D. R. Hale, of the Chicago Clearing-House:

Date.	Clearings.	Balances.
Monday	$ 3,038,414	$ 360,533
Tuesday	3,221,089	296,265
Wednesday	3,237,042	430,150
Thursday	3,299,048	363,481
Friday	3,318,211	397,139
Saturday	3,200,038	420,495
Total	$19,420,843	$2,271,025
Corresponding week last year	19,872,591	1,606,529

CHEAP CAPITAL.

In a leading editorial on the loan market, the London *Economist* of the 7th inst. says:

We are again in a period of very cheap money. The bank rate has been reduced to 2½ per cent, and the question naturally arises, will it return to 2 per cent, or rise again without descending lower? The chances in favor of its dropping lower seem to for the moment to be stronger than those in favor of a rise. The month of July is often a time of cheap money; at least, the average rate for that month for the last twenty years or so, taken collectively, is below the average of the year for that time. The rate of exchange with France is slightly lower, but there seems no probability at present that any large sums of money will leave us for that country; and we seem likely to retain much of the gold always being sent here from the producing countries. A period of very cheap money is not favorable to the profits of bankers and those who deal with money. But such times, though undoubtedly there is a tendency in them to foster the promotion of schemes of a doubtful class, are on the whole not without benefit to the country. The excessive cheapness of money has a tendency to prevent the extreme dullness of trade from being felt with that sharpness which otherwise would be the case; and though the hope of a period of a better demand for money which the last rise in the Bank rate may have called forth in the minds of some must have subsided for the present, it is probable that cheap money may assist the country to pass through that period of extreme dullness of business which it has now and then to endure.

With regard to the $65,000,000 reserve of the Bank of England the *Economist* says:

No doubt a reserve of £13,000,000 is, according to all precedents, an ample one. But these are times when sudden demands, not altogether in agreement with precedent, may arise; and, though there seems no probability of any such demands coming on us at the present time, yet we should have preferred to see a reserve of £15,000,000 aimed at. This is certainly a large reserve, and one which the bank may not, from a business point of view, feel itself bound to keep, but safety lies at the side of strong reserves, and banking prosperity unquestionably lies on the side of safety.

A MALICIOUS AND UNFOUNDED RUMOR.

The rumor given currency by the *Indicator* of Wall street that a Broadway bank was in trouble with the Clearing-House is unequivocally denied by good authority. Mr. W. A. Camp, Manager of the Clearing-House, said, in reply to inquiries, that so far as he knew neither a bank on Broadway or any other part of the city was in difficulty, and added that the report that such was the case was malicious and unfounded.

CONDITION OF ENGLISH TRADE.

The New York *Daily Bulletin* of the 15th inst. says:

Our English files come down to the 7th inst. The trade reports indicate the prevalence of a quiet feeling, not only in textiles, but manufactures of every description. At Manchester buyers for all markets were careful, not to say nervous; prices were unchanged, but showed, where tested, a tendency in buyers' favor. Some American buyers had been in the Nottingham lace market, but their operations were not of sufficient magnitude to affect prices one way or another. At Dundee several establishments were closing up on account of the depressed condition of the jute trade, and for the same reason some curtailment of production (throwing off machinery or otherwise) would shortly be adopted. The iron trade was without new feature, inactivity still prevailing, with a tendency to lower prices. The wages question in the manufactured-iron trade was adding to the depression—the men being disposed to resist further reductions.

THE SILVER COMMISSION'S REPORT.

The Silver Commission have more trouble than the public in making up their minds about the silver question. Their report is now said to have undergone a radical change, and to be in a shape entirely different from that of the original draft. While the American Silver Commission have been dallying with their work, unable to decide whether they knew anything about the question or not, there have been made to the British Parliament two able and comprehensive reports on the depreciation of silver, which have taken a standard place in the silver literature, and have affected the discussion of monetary problems in every civilized country. The American Silver Commissioners in their present frame of mind recommend the remonetization of the silver dollar, placing it on a par with gold and giving it the place of gold in the payment of duties on imports, interest on the public debt, and the redemption of greenbacks and coin bonds; in short, proposing to resume specie payments by the coinage of a sufficiency of silver for that purpose. This portion is argued at great length. Senator Jones, at the latest advices, had recanted his greenback theories, and was again a bullionist. He excuses his paper aberrations on the plea that they were espoused for the strategic purpose of winning over the inflationists to the silver dollar.

THE BANK OF CALIFORNIA.

The statement of the Bank of California for July 1 shows assets of $9,593,522, of which $5,000,000 is due to stockholders for capital stock paid in, $4,547,705 to depositors, $19,053 to sundry Eastern banks, and $26,763 to profit and loss. The deposits are $1,390,850 less than six months ago. The bank is now in a better condition than for two years past, and has a surplus of $27,000.

THE TRIAL OF BANK-SUPERINTENDENT ELLIS.

The trial of Bank-Superintendent Ellis, of New York, was begun at Saratoga on the 18th inst. His counsel made a strenuous effort to prevent the admission of any new testimony, desiring to confine the Senate Committee to the testimony laid before the Legislature; but it was decided, with but one dissenting vote, that all material testimony should be received.

AMERICAN BONDS IN LONDON.

The London *Economist*, of the 7th inst., explains the fluctuations of United States bonds in the London market:

A rise has to be recorded in the 5 and 4½ per cent Government bonds, the reduction of the bank rate and the payment of consol dividends having affected these as other investment stocks. As to the 6 per cents of 1867 and 1881, although one class of people look upon them as likely to be quickly redeemed, others regard the issue of 4 per cents as unlikely to be sufficiently large to redeem more than the 6 per cents of 1865 for some years to come. Others again are deterred from investing in the 6 per cents by the fear that they may be redeemed in silver instead of gold coin.

BONANZA BULLION.

The June returns from the Consolidated Virginia and California mines show a product by the former of $641,278 gold and $753,400 silver, and by the latter, $773,972 in gold and $793,959 in silver.

GOLD AND GREENBACKS.

Gold was 104⅞@105¼ in greenbacks.

Greenbacks were 95¼@95 cents on the dollar in gold.

FOREIGN EXCHANGE.

	Sixty days.	Sight.
Sterling	486	487½
France	515¾	513¾
Belgium	515¾	513¾
Switzerland	515¾	513¾
Germany	95¼	95¾
Norway, Sweden, and Denmark	27	27½
Austria		47

GOVERNMENT BONDS.

	Bid.	Asked.
United States 6s of '81	111⅝	112
U. S. 5-20s of '65—January and July	108⅜	108⅝
U. S. 5-20s of '67—January and July	108⅜	108⅝
U. S. 5-20s of '68—January and July	110⅝	111
United States 10-40s	112⅜	112⅝
United States new 5s of '81	110⅛	111⅛
United States currency 6s	124⅝	

BROKERS' QUOTATIONS.

	Bid.	Asked.
Chicago City 7 ℔ ct. bonds	*109	*110
Chicago City 7 ℔ ct. sewerage	*109	*110
Chicago City 7 ℔ ct. water loan	*109	*110
Cook County 7 ℔ ct. bonds, long	*109½	*109¾
North Chicago (L. Park)	*97½	....
West Park	*97	....

City Railway, South Side	150	152
City Railway, West Side	180	....
City Railway, North Side	....	128
Traders' Insurance Company	....	126
Chamber of Commerce	....	70
West Division Railway 7 per cents	*105	*106½
Exposition stock	30	35

* And interest.

BY TELEGRAPH.

NEW YORK.

NEW YORK, July 21.—Gold, 105⅛@105¼. Borrowing rates from 3 per cent per annum to 1-32 per cent till Monday.

Silver at London unchanged. Here silver bars are 124½ in greenbacks, 118 in gold. Silver coin ⅛@¼ discount.

Governments steady.

Railroad bonds firm.

State bonds dull.

The stock market was weak at the opening, and prices declined ¼ to 1¼ per cent, but at the first Board a firmer feeling set in, and a recovery ranging from ⅛ to ⅜ per cent took place. In the afternoon continued improvement was manifest, until at the close the market became firm under a good demand and prices showed some further recovery. The decline early in the day was due to the railroad strikes throughout the country, it being reported that they have extended to the Western roads, while the subsequent rally was the result of efforts to sustain the market by operators long of stock.

The total sales were 88,000 shares, of which 7,300 were New York Central, 16,800 Lake Shore, 9,400 Northwestern, 8,600 Rock Island, 8,600 St. Paul's, 16,600 Delaware, Lackawanna & Western, 10,800 Michigan Central, 2,700 Western Union.

Money market easy at 1@2 per cent.

Prime mercantile paper, 3½@5 per cent.

Customs receipts, $138,000.

The Assistant Treasurer disbursed $163,000; clearings, $16,000,000.

Sterling—Actual business, long, 485¼; short, 487.

The following is the weekly statement of New York banks: Loans, decrease, $1,520,500; specie, decrease, $3,908,000; legal tenders, decrease, $1,309,500; deposits, decrease, $6,274,700; circulation, decrease, $122,000; reserve, decrease, $3,648,825.

GOVERNMENT BONDS.

Coupons, '81	112	New 4½s	108⅜
Coupons, '65 (new)	108⅜	10-40s (regular)	112⅛
Coupons, '67	108⅜	Coupons	112⅛
Coupons, '68	111	Currency	125⅝
New 5s	111⅛		

STOCKS.

Western Union	61½	Northwestern pfd	50⅝
Quicksilver	13	C., C., C. & I.	25
Quicksilver preferred	23	New Jersey Central	10⅝
Pacific Mail	19⅝	Rock Island	95
Mariposa	1½	St. Paul	22⅝
Mariposa preferred	2½	St. Paul preferred	58⅝
Adams Express	96	Wabash	4
Wells-Fargo	82	Fort Wayne	89½
American Express	44	Terre Haute	4½
United States Express	41	Terre Haute, pfd	16
New York Central	93⅝	C. & A.	84
Erie	8	C. & A. preferred	101
Erie preferred	20	Ohio & Mississippi	3
Harlem	137½	D., L. & W.	40⅝
Harlem preferred	137	A. & P. Tel	19½
Michigan Central	43¼	Missouri Pacific	1½
Panama	100	C., B. & Q.	98⅝
Union Pacific, stock	63	Hannibal & St. Jo.	12½
Lake Shore	40⅝	Central Pacific bonds	108
Illinois Central	57½	Union Pacific bonds	105⅝
Cleveland & Pittsburg	80	U. P. land-grant	103½
Northwestern	22⅛	U. P. sinking-fund	97⅝

STATE BONDS.

Tennessee 6s, old	43½	Virginia 6s, new	31
Tennessee 6s, new	43½	Missouri 6s	106
Virginia 6s, old	30		

SAN FRANCISCO.

SAN FRANCISCO, July 21.—The following are the closing quotations at the Stock Exchange:

Alpha	11	Justice	9⅝
Belcher	3⅛	Kentuck	3⅜
Best & Belcher	15⅛	Leopard	1⅛
Bullion	5⅝	Mexican	9⅝
Consolidated Virginia	29⅛	Northern Belle	16⅛
California	28	Overman	14⅝
Chollar	29	Ophir	15
Confidence	5⅛	Raymond & Ely	10
Caledonia	3⅛	Silver Hill	1⅝
Crown Point	4⅛	Savage	6
Exchequer	6⅛	Segregated Belcher	25
Gould & Curry	9⅛	Sierra Nevada	5
Hale & Norcross	4⅛	Union Consolidated	5
Imperial	1	Yellow Jacket	8⅝
Julia Consolidated	1⅝	Eureka Consolidated	30

FOREIGN.

LONDON, July 21.—Consols for money and account, 94 9-16.

American Securities—'65s, 106; '67s, 106½; 10-40s, 110½; new 5s, 107½.

New York Central, 91; Erie, 7¾; Erie, preferred, 17½. Illinois Central, 56.

PARIS, July 21.—Rentes, 107f 70c.

COMMERCIAL.

The following were the receipts and shipments of the leading articles of produce in this city during the twenty-four hours ending at 7 o'clock on Saturday morning, and for the corresponding time last year:

	Receipts. 1877.	Receipts. 1876.	Shipments. 1877.	Shipments. 1876.
Flour, brls	7,197	8,888	9,583	6,737
Wheat, bu	15,425	38,525	44,775	45,667
Corn, bu	411,865	201,181	318,317	252,669
Oats, bu	42,715	24,215	27,320	40,294
Rye, bu	7,585	2,890		
Barley, bu	2,037	2,400	66,063	400
Grass seed, lbs	24,370	31,358	4,634	22,457
Flax seed, lbs		32,800	28,000	
B. corn, lbs		2,250	40,000	60,000
C. meats, lbs	135,330	189,950	2,508,912	1,285,864
Beef, tcs			118	
Beef, brls			11	223
Pork, brls	150	70	2,809	848
Lard, lbs	24,300		144,770	197,144
Tallow, lbs	17,950	40,980		
Butter, lbs	198,433	139,377	236,070	109,695
Live hogs, No.	12,452	11,748	4,274	5,237
Cattle, No.	3,069	3,098	3,449	2,179
Sheep, No.	637	126		22
Hides, lbs	232,689	93,735	124,540	136,390
Highwines, brls		300	180	100
Wool, lbs	396,244	176,359	334,325	73,810
Potatoes, bu	79	830		
Coal, tons	7,946	12,373	667	494
Hay, tons	14	64	10	10
Lumber, m ft	6,058	8,639	2,675	1,703
Shingles, m	3,328	1,679	485	151
Salt, brls	1,355	797	3,519	1,628

Withdrawn from store during Friday for city consumption: 11,878 bu wheat, 447 bu corn, 1,808 bu oats, 4,131 bu rye, 420 bu barley.

The following grain was inspected into store in this city on Saturday morning: 2 cars No. 2 red winter wheat, 1 car No. 3 do, 11 cars No. 2 spring, 5 cars No. 3 do, 9 cars rejected do (28 wheat); 7 cars yellow corn, 3 cars No. 1 do, 275 cars and 42,100 bu high mixed, 2 cars new do, 7 cars new mixed, 575 cars and 22,300 bu No. 2 corn, 179 cars rejected do, 11 cars no grade (1,059 corn); 4 cars white oats, 16 cars No. 2 do 13 cars rejected do (33 oats); 3 cars No. 1 rye, 30 cars No. 2 do, 3 cars rejected do (36 rye); 2 cars No. 3 barley, 1 car rejected do. Total (1,159 cars), 533,000 bu. Inspected out: 8,547 bu wheat, 370,457 bu corn, 9,710 bu oats, 2,987 bu rye, 32,123 bu barley.

The following were the receipts and shipments of breadstuffs and live stock at this point during the past week, and for the corresponding weeks ending as dated:

	July 21, 1877.	July 14, 1877.	July 22, 1876.
Receipts—			
Flour, brls	45,402	38,112	44,603
Wheat, bu	90,304	76,435	267,728
Corn, bu	2,128,724	1,054,516	1,116,243
Oats, bu	229,148	178,404	252,877
Rye, bu	20,506	8,365	11,432
Barley, bu	13,103	25,593	4,840
Live hogs, No.	84,942	65,921	81,749
Cattle, No.	20,736	13,781	18,981
Shipments—			
Flour, brls	43,443	42,903	39,642
Wheat, bu	217,868	177,147	184,110
Corn, bu	1,917,520	1,878,686	955,557
Oats, bu	263,688	199,093	433,967
Rye, bu	3,303	23,578	2,984
Barley, bu	68,320	2,174	4,400
Live hogs, No.	25,508	23,073	30,521
Cattle, No.	13,087	8,621	15,177

The following were the exports from New York for the weeks ending as dated:

	July 21, 1877.	July 14, 1877.	July 22, 1876.
Flour, brls	5,400	2,200	12,700
Wheat, bu	109,895	204,355	573,610
Corn, bu	691,440	625,300	500,835

The receipts of corn were again very large Saturday, equal to about 1,300 car-loads, including that by canal. This is the heaviest draft of the season thus far.

The leading produce markets were steadier Saturday, and some of the minor ones weak. The weather was fine, and the reports from other points not specially conducive to strength; but the grain markets had already declined the previous afternoon, and sellers were less disposed to follow the markets further down in wheat and corn, while oats, rye, and barley were weaker. The shipping movement was less active, and nearly confined to corn and meats. We note that the stocks of corn at this point are growing, under big receipts, while those of wheat are dwindled to a very small volume.

The dry-goods market was unchanged in any of its features. In all departments there was an air of extreme quiet, and the steady firmness for some time past characterizing the market remains undisturbed. Groceries were moving quite freely and were generally firm. Sugars are in light stock, and, under a continued active demand and fears that supplies from the East will be temporarily cut off, the market was excited. Coffees were in better request and were steadier. Rice remains firm. Teas, sirups, soaps, spices, etc., were about steady. There was a well-sustained activity in the butter and cheese markets, and both of those staple articles were held with pronounced firmness,—the latter advancing slightly. Dried fruits were nominally unchanged. Apples were active on speculative account, and were firm and tending higher. Prunes also were active and strong. Other descriptions remain quiet. Fish were quoted active at previous figures. In the market for oils, paints, and colors no changes were apparent. Leather was dull and unchanged. Grain-bags met with a well-sustained activity, and showed great firmness. Coal and wood were dull, as previously quoted.

The lumber market was more active, and two-thirds of the fleet was sold in the forenoon to the city trade. Prices were unchanged. The retail market was rather quiet and easy. Hardware and nails were dull, and no great improvement in trade is expected till after the crops begin to move freely. Wool, broom-corn, and hides were quiet. Seeds were more active and easier under fair offerings.

Reports were also received that the new crop was in excellent condition and would soon be ready for market. Hay was nominal. Poultry was dull and weak at the decline recently noted. Potatoes were dull and lower. Green fruits were plentiful and easier.

Lake freights were rather less active but firmer, at 2⅜@2½c for corn to Buffalo by sail, and 3c was paid for do by steamer. Room was taken for 343,000 bu corn.

Rail freights were quiet and unchanged on grain at 30c per 100 lbs to New York, and 35c to Boston and New England points. Rates on boxed meats were quoted at 5c above grain figures.

SHIPPING VALUES.

We clip the following, by permission, from the circular of J. H. Drake & Co., of this city:

August wheat at $1.15, with intermediate charges reckoned at 14c, would cost $1.29 alongside ship. With sail freights 5s 6d and 2 per cent commission, on the currency value, would cost about 47s off the coast. September wheat at $1.09, with intermediate charges 16c, would cost $1.25 alongside ship, and about 46s off coast. Beerbohm's quotation: California wheat just shipped due off coast in mid November, 60s. Fair spring for prompt shipment, 56s.

Cash corn at 47⅝c, with intermediate charges 11c, would cost 58⅝c alongside ship. Steamer freight 4½d and 2 per cent commission, on the currency value, would cost about 25s 3d sold ex quay in Liverpool. Quotations: 26s 6d, or is 3d (about 4c per bu) to the favor of shipments.

FOREIGN IMPORTS.

The following statement shows the foreign gold values and coin duties on goods entered for consumption at the port of Chicago during last week. The currency value is about $54,400:

Class of Goods.	Foreign value.	United States duty.
Mustard	$ 264	$ 120.96
Dry goods	14,411	6,131.72
Tin plate	621	184.80
China	541	269.80
Toys	2,485	1,126.30
Smokers' articles	63	48.15
Dolls	218	76.30
Musical instruments	119	35.70
Leaf tobacco	975	421.75
Cigars	1,545	1,330.02
Pig iron	319	140.00
Looking-glass plates	444	125.84
Tiles	163	84.85
Gin	120	332.59
Brandy	169	202.84
Shells	....	.15
Books	81	20.20
Ale, beer, and porter	1,009	350.19
Glassware	872	310.80
Earthenware	190	119.50
Swedes iron	636	264.41
Window glass	....	149.98
Manufactured leather	371	185.50
Wire rope	86	45.81
Salt	1,293	650.49
Still wines	919	551.83
Caustic soda	2,645	937.55
Manufactured brass	98	34.30
Artists' material	....	.65
Champagne	37	24.00
Total	$30,694	$14,226 98

SPRING AND WINTER WHEAT.

To the Editor of The Tribune.

CHICAGO, July 21.—On my return from Milwaukee my attention was called to remarks made in your issue of the 20th. I regret that the matter I wrote about called forth such a *frivolous* rejoinder as the telling of a "*fish story.*" However, I am a stranger, and make no remarks. The "parties in the trade" who maintain that winter wheat is as good for all purposes as spring, may understand the "scalping," as it is called, but when they make such statements they are perfectly ignorant of the legitimate wheat trade. So far as the requirements of the great American consumer of American wheat ("Europe") is concerned, winter wheat makes very fine flour white and beautiful to the look, but it has no strength; it may do for pastry, but it will not make a loaf of bread suitable for European markets. There "spring" wheat is wanted to mix with home-grown wheat to make a flour strong enough to "sponge," and winter wheat will not do that; but there is no use in me writing about it. To carry a point, it seems to me that the class called "scalpers" on your wheat market would call the moon green cheese, and pass resolutions to that effect, to carry a point, no matter what damage it is doing to the wheat-trade of the country. Yours, etc., JAMES C. MEGARD.

PROVISIONS.

HOG PRODUCTS—Were less active in the aggregate and generally firm, in sympathy with a stronger tone at the Stock-Yards. There was not much inquiry for pork and lard, except for changes of the former, but the European strength in meats tended to stiffen prices here. There was a fair inquiry for meats on European account, and more shoulders were taken, which are expected to go to Russia. The purchase of shoulders Friday was the first known to be made in this market for the Muscovite army; but it is intimated that the Government of Russia had previously made inquiries for light mess pork, but was not suited in prices.

The number of hogs packed since March 1 to dates mentioned are estimated as follows, at the undermentioned places:

	1877.	1876.
Chicago, July 20	886,000	722,000
Cincinnati, July 18	89,100	65,500
Indianapolis, July 18	117,000	150,000
St. Louis, July 18	92,000	85,000
Cedar Rapids, July 19	78,952	53,081
Cleveland, July 16	79,577	98,508
Approximate at other points	147,000	65,000
Total	1,489,629	1,219,089

MESS PORK—Was only moderately active, but firmer, advancing 10@12½c per brl, and closing 5c higher than Friday afternoon. Sales were reported of 60 brls cash at $13.45; 9,000 brls seller August at $13.37½@13.50; and 7,500 brls seller September at $13.50@13.60. Total, 16,560 brls. The market closed steady at $13.40@13.45 cash or seller July; $13.42½ seller August; and $13.55 seller September. Seller the year closed nominally at $12.87½@13.00.

Prime mess-pork was quoted at $12.00@12.25, and extra prime do at $9.00@9.25.

LARD—Was dull and steady, closing a shade firmer than Friday afternoon, but with very little demand. Sales were limited to 500 tcs seller August at $8.95@8.97½, and 2,250 tcs seller September at $9.05@9.10. Total, 2,750 tcs. The market closed firm at $8.97½@9.00 cash or seller July; $9.00@9.02½ seller August; and $9.07½@9.10 seller September. New lard quoted at 10@12½c per 100 lbs below the price of regular.

MEATS—Were less active, but a shade firmer, in sympathy with an advance of 6d@1s per 112 lbs in Liverpool, and shoulders were held ⅛c higher at the close, in consequence of a good demand for export. Sales were reported of 300 boxes summer shoulders at 5¼c; (700 boxes do Friday evening at $5.20@5.25); 250,000 lbs short ribs seller August at 7c; 100 boxes Cumberland on private terms; 60,000 lbs long clears at 6⅝c; 200 boxes long and short clears at $6.93⅝@7.00; 2,500 pcs green hams (15 lbs) at 8⅞c; and 100 tcs sweet pickled hams (15 lbs), at 9⅞c. The market closed at the following range of prices:

	Shoulders.	Short ribs.	Long clears.	Short clears.
Green	4⅞	6⅝	6¼	7
Loose, cured	5	6⅞	6⅞	7⅛
Boxed	5¼	7⅛	7	7⅜
August, loose	5	6⅞	6⅞	7⅛
September, loose	5⅛	7	6⅞	7¼

Long and short clears quoted at 7c cash or July, and 7c seller August. Cumberlands quiet at 6⅝@7c; long cut hams, 9½@10c; all boxed; sweet-pickled hams, 9⅞@10c. Green hams, 8⅛@8⅜c.

Bacon quoted at 6⅛@6¾c for shoulders, 8@8⅛c for short ribs, 8¼@8⅜c for short clears, 10⅛@11⅜c for hams, all canvased and packed.

GREASE—Was quiet at 4¼@7c.

BEEF PRODUCTS—Were steady and quiet at $10.75@11.00 for mess; $11.75@12.00 for extra mess; and $19.25@20.00 for hams.

TALLOW—Was quoted at 7¼@7⅜c for city, and 7¼@7½c for country.

BREADSTUFFS.

FLOUR—Was dull and tended downward. New flour is coming in rather freely, and the effect is to weaken quotations on old, though sellers are slow to make concessions, for which reason buyers generally held off. Sales were limited to 110 brls winters on private terms; 75 brls spring extras at $7.50@9.50, and 100 brls spring superfines at $4.50. Total, 285 brls. The market closed with the following as the asking range of prices: Choice winters, $8.50@9.25; medium do, $7.75@8.00; common do, $6.50@7.00; choice Minnesota spring, $8.00@8.50; medium do. $7.00@7.75; choice patents, $9.50@9.75; medium do. $8.50@8.75; common do, $8.00@8.25; choice family flour (spring), $7.50@7.75; medium do. $6.75@7.25; spring extras, $6.00@6.50; choice spring superfines, $4.50@5.00; medium do, $4.00@4.50. Rye flour, $4.00@4.50.

BRAN—Was in fair demand and steady. Sales were 40 tons at $11.25 per ton on track, and $11.25@11.50 free on board car.

CORN-MEAL—Coarse was nominal at $17.25 per ton on track.

WHEAT—Was moderately active and firmer, though generally quoted heavy. The market for next month advanced 1c, and closed ⅜c higher than the previous afternoon; but easier than at 1 o'clock on Friday. There was not much change in this month's delivery. The British markets were quiet, but those in the country, both France and England, were generally a shade dearer. New York was dull, and the weather was fine; and the weekly postings indicated that our stocks here have decreased to about 130,000 bu of all grades. This brought out a fair demand from parties who had hitherto neglected to provide for July contracts, and there was a good inquiry for cash lots, with little offering. Sellers for future were numerous at times, but not generally willing to accept lower prices. Seller August opened at $1.14¼, sold at $1.15, declined to $1.14½, and advanced to $1.15, closing at $1.14⅞. Seller September sold at $1.08¼@1.09¼, closing at $1.08⅞. Seller the year sold at $1.06¼@1.07. Seller the month ranged in settlement $1.37@1.40, closing nominal at $1.37@1.38, and cash No. 2 spring closed at $1.40. Cash sales were reported of 8,800 bu No. 2 spring at $1.40@1.41; 700 bu No. 3 do at $1.20; 1,400 bu by sample at 60@90c on track; and 1,000 bu do at $1.40 free on board cars. Total, 11,900 bu.

WINTER WHEAT—Sales were 1,000 bu at $1.40 for amber, and $1.85 for red, both by sample, and delivered.

MINNESOTA WHEAT—Was in fair demand by millers, and steady. Sales were 9,000 bu No. 2 at $1.41, and 1,000 bu by sample at $1.25@1.42½ on track and $1.45 free on board.

CORN—Was rather quiet, as compared with the earlier part of the week, and steadier. The market declined ⅛c in the early part of the session, but closed a shade better than on Friday afternoon. Liverpool was quiet, with cargoes rather easier, and New York was lower, though active, while our receipts were very large and much in excess of the shipments, and the weather in the West was favorable to the growing crop. On this account the market was weak early, and shippers operated rather sparingly, while the buying for future was chiefly done by a few shorts, who thought it not improbable that there will be a reaction this week, due to smaller receipts. Afterwards there was a better demand from all classes of buyers, though the market was scarcely active. The trading was chiefly for future, and September sometimes brought ⅛c premium over August, while the July premium was somewhat lessened, though not enough to influence a decrease in receipts during this month. Seller August opened at 46⅝c, sold at 46⅝c, improved to 46⅞c, receded to 46⅜c, advanced to 47⅛c, and closed at 46⅞c. Seller September sold at 46⅝@47c, closing at 46⅞. Seller the month was about ⅛c under cash No. 2, for new style receipts, which closed at 47⅛c, and high mixed closed at about 47⅜c. Cash sales were reported of 2,400 bu yellow at 47⅜@47⅝c; 34,000 bu high mixed at 47⅛@47⅜c; 190,000 bu No. 2 at 47@47⅛c; 1,200 bu new high mixed at 46c; 2,000 bu new mixed at 45@45⅛c; 70,400 bu rejected at 44⅛@45c; 800 bu no grade at 41c; 6,800 bu by sample at 42@48⅛c on track; and 4,800 bu do at 45⅛@49c free on board cars. Total, 362,400 bu.

OATS—Were rather dull, and lower. Futures were ⅛@⅜c lower, and cash declined 1⅛c. The receipts were moderate, and the stock in store appears to have decreased last week, but the offerings Saturday were liberal, the weather fine for the crops, and there was considerable desire to sell with buyers not inclined to take hold freely. The downward movement of other grain and the weakness in New York also depressed the market. Cash oats were more freely offered, and broke suddenly, after which some of the shorts filled in, and the market closed steadier. August opened at 28c and closed at 27⅝c. September sold at 27⅛@27⅜c, and closed at the inside. Cash or July opened at 30c, and closed at 29⅝c. Rejected and samples were slow. Cash sales were reported of 24,200 bu at 28⅝@30c; 2,400 bu rejected at 20@21c; 14,400 bu by sample at 27@28c on track; and 14,400 bu do at 30@40c free on board. Total, 55,400 bu.

RYE—Was more active, but opened dull and weak under large receipts and liberal offerings of futures. The inspection was 36 cars—the largest receipts of the new crop in one day. Buyers held off until late and took hold rather freely after prices were reduced 1c. Cash was taken for shipment. August opened at 54¼c and closed at 54c, with sales reported of nearly 70,000 bu. July and new No. 2 sold at 57c, and No. 1 at the same price. Old No. 2 was quoted at 62c. Samples were slow. Cash sales were reported of 800 bu No. 1 and 11,600 bu No. 2, all new, at 57c; 1,200 bu by sample at 55@58c on track; 400 bu do at 59c free on board. Total, 14,000 bu.

BARLEY—Was more active and about 4c lower. The offerings were large, and the crop is being secured in fine condition, hence a greater pressure to sell. September opened at 72½c asked, and sold fairly at 71c, with a sale reported at 70c. The closing price was about 71c. Low grades of old barley were salable. A few cars of new barley were offered by sample, but the bids were not accepted. Cash sales were reported of 1,200 bu rejected at 41c; 400 bu new by sample at 40c. Total, 1,600 bu.

GENERAL MARKETS.

ALCOHOL—Was steady at $2.06@2.16.

BROOM-CORN—Was steady and in fair request for July. The orders are chiefly for small lots. Quotations: Green hurl, 7@7½c; medium hurl, red-tipped, 5½@6½c; green brush, with hurl enough to work it, 6@7c; red-tipped, with do, 5@5½c; red do, 4½@5c; inside brush, 4½@5½c; medium to choice stalk braid, 5½@6½c; inferior brush, 4½@5c; crooked do, 3½@5c.

BUTTER—For good to choice grades the demand continues steadily active and quite equals the supply. Consequently the market maintains a firm tone. The lower grades are also meeting with considerable attention, but the offerings are somewhat excessive and prices show some irregularity. Fancy creamery butter is not very plentiful, and slightly higher prices than prevailed early in the week are asked. We quote: Fancy creamery, 20@23c; dairy, 16@18c; medium to good, 12@14c; inferior to common, 9@11c.

BAGGING—Jobbers report the market unchanged. There is continued activity in the demand for grain-bags, and in view of the reduced condition of the supply it would not be surprising should prices move up another peg. For burlaps, gunnies, and other lines there is a steady market. We again quote: Stark A, 24c; Montaup, 23c; Lewiston, 22c; Otter Creek, 20½c; American, 19½c; burlaps, 4 and 5 bu, 14@16c; gunnies, single, 14@15c; do double, 24@24½c.

CHEESE—Continues very firm, and for fancy selections higher prices were being realized, some sales having been effected at 10c for best Wisconsin. The receipts have been heavy of late, but Eastern buyers have relieved the market of most of the surplus, and at the moment stocks are not oppressive. We now quote good to best full creams at 8¾@10c, and skims at 5@7c.

COAL—There was no improvement in the demand, the inquiry, as for some time past, being strictly in accordance with current needs. Prices were sustained at the following range: Lackawanna egg, $5.75; do nut and range, $6.00; Blossburg, $6.50; Briar Hill, $5.50; Baltimore & Ohio, $5.00; Illinois, $3.50@4.25; Gartsherrie, $4.50; Indiana block, $4.75.

EGGS—Were in light local request at 11@12c for guaranteed strictly fresh lots. Candled eggs were quoted at 10@10½c.

FISH—Saltwater fish are very firm in sympathy with the Eastern market, where scanty supplies and strong prices are quoted. For lake fish the market remains comparatively steady. Trade is fully up to former seasons at a corresponding period. We quote: No. 1 whitefish, per half-brl, $4.25@4.40; family whitefish, $3.25; trout, $3.50; No. 1 shore mackerel, ½-brl, $9.50@10.00; do extra, ½-brl, $13.00; No. 1 bay, $8.25@8.50; No. 2, ½-brl, $6.00@6.25; family mackerel, ½-brl, $4.50@4.75; large family, do new, ½-brl, $6.00; do medium, $4.75@5.00; No. 1 shore kits, large, $1.75@1.80; No. 1 bay kits, $1.35@1.40; family kits, 95c@$1.00; summer-cured cod-fish, $5.50@5.75; George's cod-fish, $5.25@5.50; Labrador herring, split, brls, $8.00; do, ½-brls, $4.25; Labrador herring, round, brls, $6.00; do, ½-brls, $3.50; Norwegian herring, brls, $16.00; smoked halibut, 10c; scaled herring, per box, 35c; Columbia River salmon, ½-brl $8.00.

FRUITS AND NUTS—There was some little excitement in apples, and at the moment the tendency is strongly to higher prices. Speculators now hold most of the stock and virtually have control of the market. An active and firm market for prunes is also noted. Other fruits comparatively are steady. Nuts remain dull and unchanged. Quotations are as follows:

FOREIGN—Dates, 6@6½c; figs, layers, 9@11c; Turkish prunes, old, 7½@7¾c; do, new, 8@8¼c; raisins, layers, $1.70; loose Muscatel, $2.20@2.30; Valencia, 6¾@7¼c; Zante currants, 6¾@7¼c; citron, 20@21c.

DOMESTIC—Alden apples, 13@14c; Michigan do, 6@6½c; Southern, 5@5½c; blackberries, 7½@7¾c; raspberries, 25@26c; pitted cherries, 16@17c.

NUTS—Filberts, 11½@12c; almonds, Terragona, 19@19½c; French walnuts, 9½@10c; Grenoble walnuts, 13½@14c; Brazils, 6½@7c; pecans, Texas, 7½@8c; do, Missouri, 6@6½c; Wilmington peanuts, 6@6½c; Tennessee peanuts, 4½@5c.

GREEN FRUITS—Were in fair local request and generally easier under larger offerings, which dealers were anxious to sell before night. Black raspberries were scarce and firmer. Quotations: Raspberries, black, $1.50@1.70 per case of 16 bxs; red, $1.25@1.35 per case of 16 bxs; blue berries, $3.00 per bu; blackberries, $2.50@3.00; Alton do, 15c per qt; currants, $3.00 per bu; new apples, 25@50c per box, or $2.00@3.50 per brl; pears, $1.25 per basket; peaches, 75c@1.25 per basket or box; tomatoes, 40@65c per box; oranges, $6.00@7.00 per box; lemons, $7.00@8.00 per box; California pears, $4.50.

GROCERIES—The continued active demand, the depleted condition of the stocks on hand, and the danger that the railroad troubles at the East will seriously delay supplies, places our sugar market in a strong position. As yet, prices have not been subjected to any important change, but an advance is regarded as imminent. Coffees were receiving a little more attention, the recent reduction in prices having called out a somewhat increased inquiry, and there was a steadier feeling. Rice remains firm. Other lines were nominally steady. A very fair business was in progress at the subjoined prices:

RICE—Carolina, 7½@8¼c; Louisiana, 6¾@7¾c.

COFFEES—O. G. Java, 28@29c; Java, No. 2, 26@27c; choice to fancy Rio, 24¼@24½c; good to prime, 23@24c; common to fair, 21½@22½c; roasting, 18½@19½c; Singapore Java, 24@25c.

SUGARS—Patent cut loaf, 12¾@12⅞c; crushed, 12½c; granulated standard, 12@12⅛c; powdered, 12@12⅛c; A standard, 11⅝@11¾c; do No. 2, 11½@11⅝c; extra C, 11@11⅛c; C No. 1, 10¾@10⅞c; C No. 2, 10⅜@10½c; yellow, 10@10⅛c.

SIRUPS—California sugar-loaf drips, 58@60c; California honey drips, 53@55c; good sugar-house sirup, 45@50c; extra do, 55@58c. New Orleans molasses, choice, 65@68c; do prime, 60@63c; common to good, 52@58c; common molasses, 45@50c; black strap, 38@40c.

SPICES—Allspice, 17@17½c; cloves, 48@50c; cassia, 25@26c; pepper, 15½@16c; nutmegs, $1.05@1.10; Calcutta ginger, 10@11c.

SOAPS—True Blue, 5¾c; German mottled, 6@6½c; Blue Lily, 6@6½c; White Lily, 5¾@6c; White Rose, 5¾@6c; Peach Blossom, 7c; Savon Imperial, 5¾@6c; Banner, 6c.

HAY—Was inactive and nominal. Quotations: Timothy, $9.50@10.00; No. 2, $8.00@8.50; mixed, $7.00@7.50; upland prairie, $7.50; No. 1, $5.50; slough, $4.50.

HIDES—Were in fair request. The offerings are very light. City butchers' cows, 6½c; steers, 7@8c; green-cured, light, 9⅝@10c; heavy, 8½c; damaged, 7⅛c; part cured, 8⅛c; green salted kip, 9½c; green calf, 12@13c; flint and prime dry kip and calf, 15@16c; dry-salted hides, 12½c; deacon skins, 45@50c.

HIGHWINES—Were in moderate demand, and steady at the ruling price of the past three weeks. Sale was made of 100 brls at $1.08 per gallon.

OILS—Prices were the same as on Friday, and ruled steady for most lines. Aside from carbon, lard, and West Virginia oils, in which there was a well-sustained movement, trade was dull. We quote: Carbon, 110 deg. test, 16c; do, Illinois legal test, 150 deg., 19c; snow-white, 150 test, 21c; headlight, 175 deg. test, 21c; extra lard oil, 78c; No. 1, 68c; No. 2, 60c; linseed, raw, 65c; boiled, 68c; whale, winter-bleach, 75c; sperm, $2.00; neatsfoot oil, strictly pure, $1.05@1.10; do, extra, 85@90c; do, No. 1, 75@80c; bank oil, 47c; Straits, 52c; miners' oil, 60c; turpentine, 35c; naphtha, deodorized, 63 grav., 15c; gasoline, deodorized, 74 deg. 14c; gasoline, 20c; West Virginia oil, natural, 29 deg., 35c; natural, 30 deg., 30c; reduced, 28 deg., 20@25c.

POULTRY—Was dull. The offerings were smaller than on Friday, but fair. Large spring chickens and old fowls were quoted at $3.00@3.50, and small springs at $1.50@2.50. Turkeys were scarce and salable at 9@10c.

POTATOES—Were dull at $1.50@1.75. The receipts are light, but the offerings are ample.

SEEDS—There was a little flurry in timothy. Orders were received for good seed, and sales were made of about 400 bags at $1.55@1.65, the outside for prime. August was offered at $1.65 without buyers. Flax sold at $1.30, and good crushing to arrive in August at $1.35. Other seeds were nominal: Timothy, $1.50@1.65; clover, $7.50; flax, $1.30@1.35; Hungarian and millet, 35@45c.

SALT—Was in good demand and steady: Fine salt, $1.05; ordinary coarse, $1.20; dairy, without bags, $2.60; Ashton dairy, per sack, $4.00.

TEAS—Were in fair request, and were steadily held. We again quote:

GUNPOWDER—Common, 28@32c; good do, 33@38c; medium, 43@48c; good do, 48@53c; fine, 53@58c; finest, 60@62c; choice, 68@73c; choicest, 83@88c; fancy, $1.00@1.10.

IMPERIAL—Common, 26@30c; good do, 33@38c; medium, 38@40c; good do, 43@45c; fine, 48@50c; finest, 53@58c; choice, 63@68c; choicest, 70@75c.

YOUNG HYSON—Common, 25@28c; good do, 30@33c; medium, 38@40c; good do, 43@45c; fine, 48@50c; finest, 53@58c; choice, 63@68c; choicest, 88@98c.

JAPAN—Common, 24@28c; good common, 30@32c; medium, 32@35c; good medium, 38@40c; fine, 43@45c; finest, 48@50c; choice, 52@55c; choicest, 55@60c; choicest new garden picked, 75@80c.

OOLONGS—Common, 26@28c; good common, 30@33c; medium, 38@40c; good medium, 41@43c; fine, 45@48c; finest, 53@56c; choice, 58@60c; choicest, 73@78c.

WOOD—Prices were quoted steady at $5.50@6.00 for maple, at $5.00@5.50 for beech, and at $4.00 for slabs—all delivered.

WOOL—The market was quiet and unchanged. The receipts and shipments continue fair, but the stock is light. The demand from the East is light. Following is the price-list: New medium unwashed wools, 26@27c; fine do, 23@25c; fine fleece, washed, 35@38c; medium do, 36@40c; tub wools, choice, 40@43c; do, fair to good, 36@38c.

LIVE STOCK.

CHICAGO.

Receipts—	Cattle.	Hogs.	Sheep.
Monday	2,456	19,388	148
Tuesday	4,841	15,614	514
Wednesday	4,881	15,287	535
Thursday	4,243	13,982	597
Friday	3,069	12,452	637
Saturday	1,300	7,000	300
Total	20,790	83,723	2,731
Same week last year	17,824	57,779	1,923
Last week	13,764	68,000	2,247
Week before last	13,772	64,473	2,734
Shipments—			
Monday	1,317	3,840	....
Tuesday	565	3,183	....
Wednesday	2,959	4,189	....
Thursday	3,499	5,933	....
Friday	3,448	5,274	....
Total	11,788	21,419	....

CATTLE—The supply for the past week was liberal and considerably above the average for the time of year, exceeding the previous week's receipts by some 7,000 head, and exceeding the number reported for the corresponding week of last year by about 3,000 head. There were more cattle than there was any legitimate demand for, and as a consequence sellers found it impossible to sustain the advanced prices of the previous week. Good to choice shipping grades were specially weak, prices of that class easing off from day to day until the close, when values showed a shrinkage of 30@40c per 100 lbs. Texas, Colorado, Wyoming, and common native cattle did not suffer to the same extent, but there is a sensible decline in all descriptions. On the closing days of the week news from the East of serious interruptions to the freight movement resulting from the "strike" measurably checked operations on the part of shippers, and as, from present appearances, very little stock will be sent forward during the next few days, Western shippers will do well to withhold for the present intended shipments of good to choice beeves. Several droves of Colorado and Wyoming cattle have arrived, and for those that were in good condition satisfactory prices were obtained. One large drove, 280 head, fetched $5.00. They averaged 1,370 lbs. Others of lighter weight and less fat sold at $3.90@4.40. Texans were in good supply and in fair demand at $2.75@3.75, with some sales of choice at $4.00@4.05. Veals were dull at $3.00@5.75 per 100 lbs for inferior coarse heavy to choice light weights. Saturday's market was dull, with prices weak and unsettled.

QUOTATIONS.

Extra Beeves—Graded steers weighing 1,450 lbs and upwards	$6.15@6.40
Choice Beeves—Fine, fat, well-formed 3-years to 5-year-old steers, weighing 1,250 to 1,400 lbs	5.60@6.00
Good Beeves—Well-fattened steers, weighing 1,110 to 1,350 lbs	5.00@5.50
Medium Grades—Steers in fair flesh, weighing 1,050 to 1,200 lbs	3.75@4.75
Butchers' Stock—Poor to common steers, and common to choice cows, for city slaughter, weighing 800 to 1,100 lbs	2.60@3.50
Stock Cattle—Common cattle, weighing 700 to 1,050 lbs	3.25@3.75
Inferior—Light and thin cows, heifers, stags, bulls, and scalawag steers	2.00@2.50
Texas—Through droves	2.75@3.75
Veals—Per 100 lbs (natives)	3.00@5.75

HOGS—The week just ended was an active one, but to sellers it did not prove very satisfactory, the week's trading having been done at a considerably lower average of prices than for the previous week. In the character of the demand but little change was observable, bacon grades, as for some time previous, being the most actively inquired for, and continuing to command relatively the best prices. In quality also there was little difference. The market opened dull and depressed, the heavy receipts of Sunday and Monday sending down prices fully 15@20c per 100 lbs, to which a further reduction of 5@10c was added on Wednesday, prices receding to $4.90@5.00 for good bacon grades, and to $4.80@5.00 for poor to choice heavy. From Thursday morning to the end of the week, however, there was a steady movement in the other direction, and at the close the market had worked back to within 5@10c of the closing quotations of the week before. Saturday was a fairly active day, and prices averaged 5c higher than on Friday, sales making at $5.10@5.20 for common to choice bacon grades, and at $4.90@5.20 for poor to extra heavy.

SHEEP—Were dull throughout the week, local buyers being the only operators. Prices ruled a shade lower, closing at $3.00@4.75 for poor to choice grades. Lambs were in demand at $2.00@3.50 per head.

ST. LOUIS.

ST. LOUIS, July 21.—CATTLE—Lower and weak; shipping corn-fed to interior points pending the strike; choice native steers, $6.00; good do, $5.25@5.60; light, $4.40@5.00; fair grass natives, $4.00@4.50; through Texans, $2.50@3.87½.

HOGS—Steady; no shipping demand; $4.70@5.00.

RECEIPTS—Hogs, 1,100; cattle, 1,000.

LUMBER.

The cargo market was fairly active Saturday. About 25 cargoes were offered, and 16 were sold early. Piece stuff brought $7.25@7.37½. Inch lumber sold at recent prices. Common was quoted at $8.00@8.50, and fair to good at $9.00@12.00. Lath was salable at $1.25 and shingles at $1.85@2.10. Sales included 780,000 ft Ludington piece-stuff on barges Mercury, Campbell, and Celt, at $7.37½.

Lumber freights are unsettled. Charters have not been made below $1.00 for Muskegon, but it has leaked out that contracts have been made quietly at 94c for Ludington, and freight to ports along the shore are naturally weak in consequence. Lumber freights have been very steady thus far this season, but at ruinously low rates.

The logs are coming down slowly at Muskegon, and many of the mills are preparing to shut down. A dispatch received Saturday said 1,020 logs were run in the previous night, and the Boom Company have been obliged to stop work for a few days to allow more logs to collect. The Company could handle about 1,800 logs per day, but now it takes three or four days to run in a little more than half as many. There are from 1,500@2,000 logs at the sorting pens. The rivers in the Muskegon district, as well as elsewhere, are very low, and a good deal of rain is needed to fetch the logs out fast enough to keep the mills at work.

The retail market was rather quiet. The shipments were fair, but they included lumber bought on the vessel, and do not represent the actual business of the yards. Prices were easy, but not quotably lower:

First and second clear, 1 to 2 inch	$ 34.00
Third clear, 1 inch	28.00@29.00
Third clear, 1¼ to 2 inch	30.00
First and second clear dressed siding	15.50@16.00
First common dressed siding	13.50@14.00
Flooring, first common, dressed	23.00@25.00
Flooring, second common, dressed	20.00@21.00
Flooring, third common, dressed	15.00@17.00
Box boards, A, 14 inches and upwards	33.00
Box boards, B, 14 inches and upwards	27.00
Box boards, C	17.00
A stock boards, 10 to 12 inch	25.00@30.00
B stock boards, 10 to 12 inch	20.00@26.00
C stock boards, 12 to 16 inch	16.00@17.00
Common stock boards	12.00@14.00
Common lumber—outside prices are for dry:	
Fencing	9.50@11.00
Common boards, 12 feet	9.50@11.00
Common boards, 14 to 18 feet	9.00@10.50
Dimension stuff, green, $9.00; dry	10.00@10.50
Dimension stuff, 22 to 30 feet	11.00@16.00
Small timber, 6x6 to 8x8	9.00@10.00
Pickets, rough and select	8.00@10.00
Pickets, select, dressed and headed	18.00
Lath	1.40@ 1.60
Shingles, "A" standard	2.10@ 2.20
Shingles, "A" choice to extra	2.20@ 2.50
Dry shingles 15c extra.	

The *Lumberman's Gazette* says: "It is now coming to be generally believed that Michigan streams will yield by far the greater proportion of their supply, and if the remainder of the Northwest is as successful as that, the quantity secured will be ample for all ordinary demands. Without doubt fully 75 per cent of our logs will be received, and probably more. Still in many parts the drives are very much retarded, and are accompanied with great expense, while the season is so far advanced that it will be next to impossible to secure the backward drives in time to have them converted for the season's market."

BY TELEGRAPH.

FOREIGN CITIES.

Special Dispatch to The Tribune.

LIVERPOOL, July 21—11:30 a. m.—GRAIN—Wheat—Spring, No. 1, 12s 8d; No. 2, 11s 1d; white, No. 1, 12s 10d; No. 2, 12s 6d; club, No. 1, 13s 4d; No. 2, 12s 10d. Corn—No. 1, 26s 9d; No. 2, 26s 8d.

PROVISIONS—Pork, 52s 6d. Lard, 44s.

LIVERPOOL, July 21.—COTTON—Firm, at 6⅜@6 9-16d; sales, 8,000 bales; speculation and export, 2,000; American, 5,000.

BREADSTUFFS—California white wheat, 12s 6d@12s 10d; do club, 12s 10d@13s 4d; No. 2 to No. 1 red Western spring, 11s 1d@12s 8d. Corn—Western mixed, 26s 9d. Oats—American, 3s@3s 6d. Barley—American, 3s 6d. Peas—Canadian, 37s 6d.

CLOVER-SEED—American, 45@50s.

PROVISIONS—Mess pork, 52s 6d. Prime mess beef, 82s 6d. Lard—American, 44s. Bacon—Long clear, 36s; short do, 37s.

TALLOW—American, 40s 6d.

SPIRITS OF PETROLEUM—8s 6d; refined, 11s 6d.

LINSEED OIL—29s 6d.

RESIN—Common, 5s@5s 3d; pale, 13s.

SPIRITS OF TURPENTINE—27s.

CHEESE—Firm; American, 53s.

LONDON, July 21.—REFINED PETROLEUM—11s.

SPIRITS OF TURPENTINE—21s 6d.

ANTWERP, July 21.—PETROLEUM—31s.

The following were received by the Chicago Board of Trade:

LIVERPOOL, July 21.—Prime Mess Pork—Eastern, 70s; Western, 53s. Bacon—Cumberlands, 33s; short ribs, 36s; long clear, 36s; short clear, 37s; shoulders, 29s; hams, 48s. Lard, 44s. Prime mess beef, 84s; India mess beef, 88s; extra India mess, 98s. Cheese, 53s 6d. Tallow, 40s 6d.

LONDON, July 21.—Liverpool—Wheat and corn quiet. Mark Lane—Cargoes off coast—Wheat and corn steady. Cargoes on passage—Wheat quiet; corn easier. Country markets—English and French generally dearer. Fair average quality of American mixed corn for prompt shipment by sail, 26s 6d.

AMERICAN CITIES.

NEW YORK.

NEW YORK, July 21.—COTTON—Firmer at 12 5-16@12 7-16c; futures firm; July, 12.33@12.35c; August, 12.31@12.32c; September, 12.18@12.19c; October, 11.73@11.74c; November, 11.49@11.50c; December, 11.50@11.51c; January, 11.63@11.64c; February, 11.76@11.78c; March, 11.89@11.90c.

FLOUR—Market dull and strongly in buyers' favor; receipts, 11,000 brls; No. 2, $3.00@5.50; superfine State and Western, $5.50@5.75; common to good extra, $5.75@6.25; good to choice, $6.30@8.50; white wheat extra, $6.65@6.75; fancy, $6.80@8.75; extra Ohio, $6.00@8.25; St. Louis, $6.00@10.25; Minnesota patent process, $8.25@11.00. Rye flour steady at $4.75@5.15.

CORN-MEAL—Firm; Western, $2.85@3.30.

GRAIN—Wheat—Receipts, 23,000 bu; lower, with a very moderate trade; ungraded spring, $1.54; No. 2 Milwaukee, not prime, $1.55; Duluth spring, $1.61; No. 2 red Western spring, August, $1.42@1.43; September, $1.40; No. 2 spring, September, $1.29½@1.31½; No. 2 Northwestern, September, $1.31@1.35. Rye steady; Western, 75@78c. Barley nominally unchanged. Malt quiet and unchanged. Corn—Demand active and a shade stronger; large demand; receipts, 86,000 bu; ungraded Western mixed, 57@60c; steam mixed, 59@60c; low mixed, 59c; high mixed, 60½@61c. Oats—Receipts, 27,000 bu; in buyers' favor; very moderate trade; Western mixed and State, 27@49c; white do, 37@61c.

HAY—Shipping, $60.00@75.00.

HOPS—Heavy; unchanged.

GROCERIES—Coffee quiet and unchanged. Sugar dull 9⅝c; refined dull; 11@11⅝c. Molasses—Market dull and nominally unchanged. Rice quiet but steady; Louisiana, 6¼@7c; Carolina, 7¼c.

PETROLEUM—Dull and lower; crude, 7½c; refined, 13½c.

TALLOW—Firm; 8¼c.

STRAINED RESIN—Firm and unchanged.

SPIRITS OF TURPENTINE—Steady; 31½c.

EGGS—Market dull; Western, 16@17½c.

LEATHER—Quiet; hemlock sole, Buenos Ayres, and Rio Grande light middles, and heavy weights, 22@25c; California do, 22@24c; common do, 21½@24c.

WOOL—Firm; domestic fleece, 33@56c; pulled, 20@40c; unwashed, 10@35c; Texas, 14@32c.

PROVISIONS—Pork firmer and quiet; new mess, $14.40; August, $14.25. Beef quiet; Western long clear middles quiet at 7¼c. Lard firmer; new prime steam, $9.37½; August, $9.35.

BUTTER—Firm; Western, 10@20c.

CHEESE—Heavy at 5@10c.

WHISKY—Quiet at $1.11@1.12.

METALS—Manufactured copper easier; new sheathing, 28c; ingot lake quiet at 19@19½c. Iron—Scotch pig dull at 24@27c; American, 16@18c; Russia sheeting, 10½@11c in gold.

NAILS—Quiet but steady; cut, $2.50; clinch, $4.25@5.40; horse-shoe, No. 8, 20@26c.

CINCINNATI.

CINCINNATI, O., July 21.—COTTON—Quiet but firm at 11⅝c.

FLOUR—Steady.

GRAIN—Wheat in good demand for best grades; red, $1.25@1.35. Corn dull and drooping at 47@49c. Oats dull at 34@40c. Rye quiet; 66@68c. Barley dull and nominal.

PROVISIONS—Pork quiet but firm at $14.00. Lard inactive; steam, $9.00; kettle, $10.00@10.50. Bulk meats—Demand fair and market firm; shoulders, $5.15; short ribs, 7⅛c spot, or buyer July; 7⅛c buyer August; short clear, 7⅛c.

WHISKY—Firm at $1.07.

BUTTER—Steady and unchanged.

LINSEED OIL—Quiet; 63@65c.

SUGAR—Weaker; prices unchanged.

HOGS—Steady and firm; common, $4.40@4.75; light, $4.90@5.10; packing, $4.80@4.95; butchers', $5.00@5.10; receipts, 640; shipments, 595.

BALTIMORE.

BALTIMORE, July 21.—FLOUR—Steady, but unchanged.

GRAIN—Wheat dull and lower; No. 2 Western winter red, August delivery, $1.41¼; do September, $1.39¼. Corn—Western dull and easier; Western mixed, spot and July, 61¼c; August, 60½c; September, 60½c; steamer, 57c. Oats dull and unchanged. Rye dull at 70@75c.

HAY—Dull and unchanged.

PROVISIONS—Quiet and unchanged.

BUTTER—Unchanged.

PETROLEUM—Unsettled; impossible to give accurate quotations.

COFFEE—Quiet; Rio cargoes, 16½@20c; jobbing, 17@22c.

WHISKY—Dull at $1.11½.

RECEIPTS—Flour, 900 brls; wheat, 18,000 bu; corn, 37,500 bu; oats, 700 bu; rye, 400 bu.

SHIPMENTS—Corn, 30,000 bu.

ST. LOUIS.

ST. LOUIS, Mo., July 21.—COTTON—Steady and unchanged.

FLOUR—Nominally unchanged.

GRAIN—Wheat lower and inactive; No. 2 red fall, $1.40 bid, cash; No. 3 do, $1.31½ bid, cash; sales, $1.18 August; $1.16@1.17 September. Corn inactive and lower; No. 2 mixed, 45½@45¾c cash; 43¾c July; 43½@44¼c, closing at 44@44⅛c August. Oats dull and lower to sell; No. 2, 30c asked, cash; no buyers at 29c; sales at 27½@28c August. Rye dull and lower at 53c asked; 52c bid.

WHISKY—Steady and unchanged at $1.10.

PROVISIONS—Pork dull and lower to sell; $13.25 bid, cash. Lard dull; winter steam offered at 9c. Bulk meats dull and nominal. Bacon steady and firm at 6@7⅛@8⅛c.

RECEIPTS—Flour, 3,800 brls; wheat, 63,000 bu; corn, 45,000 bu; oats, 3,000 bu; rye, none; barley, none.

PHILADELPHIA.

PHILADELPHIA, July 21.—FLOUR—Quiet; superfine, $6.00; extras, $7.00; Minnesota family, $7.50@8.63.

GRAIN—Wheat nominal; Pennsylvania red, $2.00@2.05; amber, $2.05@2.10; white, $2.10@2.15. Rye nominal at 70@80c. Corn scarce on account of the railroad strike; yellow, 65@66c; mixed, 64c. Oats steady; white Western, 40@41c; mixed, 35@40c; Pennsylvania white, 41@48c.

PROVISIONS—Firmer; mess pork, $15.00@15.25. Beef hams, $22.00. India mess, $21.00@22.00.

BUTTER—Quiet; Western Reserve extras, 16@18c.

CHEESE—Quiet at 9c.

EGGS—Quiet; Western, 15@16c.

PETROLEUM—Firm; refined, 14c; crude, 10½c.

WHISKY—Held higher.

RECEIPTS—Wheat, 5,000 bu; corn, 18,000 bu; oats, 2,000 bu.

TOLEDO.

TOLEDO, O., July 21.—FLOUR—Firm.

GRAIN—Wheat firm and demand active; No. 3 white Wabash, $1.45; amber Michigan, spot, $1.42½; July, $1.39; August, $1.29½; September, $1.29; No. 1 red winter, $1.57; No. 2 do, spot, $1.41½; July, $1.37½; August, $1.28¼; September, $1.27; No. 3 red, $1.27; No. 2 amber Illinois, $1.49; No. 2 amber Michigan, $1.30; old, $1.35; No. 1 D. & M. red, $1.55. Corn quiet; high mixed, spot, 51½c; No. 2, spot and July, 50½c; August, 50½c; September, 51½c; No. 2 white, 54c; rejected, 46½c; damaged, 46½c. Oats dull and nominal.

RECEIPTS—Flour, 600 brls; wheat, 27,000 bu; corn, 35,000 bu; oats, 17,000 bu.

SHIPMENTS—Flour, 300 brls; wheat, 5,000 bu; corn, 50,000 bu; oats, none.

MILWAUKEE.

MILWAUKEE, July 21.—FLOUR—Quiet and unchanged.

GRAIN—Wheat steady; No 2 Milwaukee, $1.39½; August, $1.18; September, $1.11½; No. 3 Milwaukee, $1.18@1.20. Corn in fair demand, but at lower rates; No. 2, 47½c. Oats dull and nominal; No. 2, 30c. Rye quiet; No. 1, 66c. Barley dull, weak, and lower; No. 2 fall, 68c.

FREIGHTS—Wheat to Buffalo, 2½c; wheat to Oswego, 5¾c.

RECEIPTS—Flour, 4,600 brls; wheat, 33,000 bu; corn, 9,000 bu; oats, 420 bu.

SHIPMENTS—Flour, 4,600 brls; wheat, 42,000 bu; corn, 195 bu; oats, 3,000 bu.

NEW ORLEANS.

NEW ORLEANS, July 21.—GRAIN—Corn—Market easier; mixed, 68c; white, 78c. Oats dull, weak, and lower, at 40@41c.

CORN-MEAL—Weaker at $3.15.

COFFEE—Dull and lower; ordinary to prime, 17@20½c.

Others unchanged.

MONETARY—Gold, 105@105¼; sight exchange on New York, ¼ premium; sterling exchange, bankers' bills, 512½.

INDIANAPOLIS.

INDIANAPOLIS, July 21.—FLOUR—Nominal and unchanged.

GRAIN—Wheat, $1.33; August, $1.21. Corn unsettled; mixed, 46c; August, 45c. Rye, 54c.

PROVISIONS—Bulk meats—Clear rib, 7¼c; shoulders, 5@5¼c. Lard unchanged.

HOGS—Unchanged.

BUFFALO.

BUFFALO, July 21.—GRAIN—Wheat dull and heavy. Corn dull and lower; sales, 8,300 bu; No. 2 mixed Western, 53c; 3,000 bu seller August at 53c. Oats dull; sales No. 2 Western at 42c; Ohio, 40c. Rye neglected. Barley neglected.

CANAL FREIGHTS—Firmer.

LOUISVILLE.

LOUISVILLE, July 21.—COTTON—Unchanged.

FLOUR—And breadstuffs nominally unchanged with better demand.

PROVISIONS—Steady; prices remain the same.

WHISKY—Quiet.

MEMPHIS.

MEMPHIS, July 21.—COTTON—Steady; 11⅛c; sales, 300 bales; receipts, 32; shipments, 13; stock, 8,000 bales.

Others unchanged.

OSWEGO.

OSWEGO, July 21.—GRAIN—Wheat steady; extra white Michigan, $2.10; No. 2 Milwaukee club, $1.67. Corn steady; No. 2 Toledo, 58½c.

BOSTON.

BOSTON, July 21.—GRAIN—Market quiet but steady. Corn scarce and firmer at 64@67c. Oats quiet.

HAY—Dull and unchanged.

PEORIA.

PEORIA, July 21.—HIGHWINES—Firm; sales, 50 brls at $1.07.

TOBACCO.

(*Reported for The Tribune by Alexander Harthill, Tobacco Broker.*)

LOUISVILLE, Ky., July 21.—Receipts continue light, although within a few hhds of what they were at this time last year, and 104 less than last week. The sales of 1,288 hhds are 236 ahead of last week, but 96 less than same week of last year. With the light receipts and offerings meeting with a good general demand, the market assumed a stiffer position during the week for all grades and styles, closing firm at the last quotations.

Some good grade factory dried Green River red leaf, offered this week, met with ready sale at from $8.10@9.40 for England and domestic use, although rather coarse and bony, but with good body and flavor. Further than this the market presented no specially new features worthy of note. Some complaints for want of rain have been silenced by very copious and general rains, followed by unusually cool weather for this time of the year. Reports from the interior indicate that the growing crop is progressing finely.

WOOL.

BOSTON, July 21.—Wool in active demand and firm; Ohio and Pennsylvania, 47@48c for No. 1 and X; 50c for choice XX; 51c for choice Pennsylvania XX and above; Michigan in fair demand at 43@45c; No. 1 and X Michigan, 42@45c; in Western nothing of any consequence was done. The demand for combing and delaine is quiet and active at 50@55c for delaine; 55@57½c for choice combing. Pulled scarce and firm; choice grades superfine, 44@46c; 32@35c for coarse and low.

DRY GOODS.

NEW YORK, July 21.—Business only moderate with commission houses, except hosiery, which continues in good demand. Cotton goods quiet, but prices steadily maintained. Dark prints in moderate demand. Flannels doing well. Men's wear and woolens less active, but agents still hold behind orders, and prices firm. Foreign goods quiet.

TURPENTINE.

WILMINGTON, N. C., July 21.—SPIRITS OF TURPENTINE—Firm at 29c.

PETROLEUM.

CLEVELAND, O., July 21.—Market unchanged; standard white, $1.10; test, 13c.

Great Storms.

Cincinnati Commercial.

The occurrence of great and destructive storms is frequently marked in history. Perhaps the most terrible one on record is what is what is known as the Great Storm of Nov. 26 and 27, 1703, in England and throughout Europe. In that frightful tempest, lasting throughout the greater part of two days, the number of persons drowned in the Thames and lost on the coast in ships blown from their moorings and never heard of afterward, was estimated at 10,000 souls. The loss of property sustained in London alone, by wind and flood, was estimated at the enormous sum of 2,000,000 pounds sterling. In the County of Kent a great number of trees were torn up by their roots, the great Eddystone Lighthouse was completely destroyed, and immense numbers of cattle were killed and drowned. In the West Indies, from the 3d to the 18th of October, 1780, terrible hurricanes devastated the whole country. At Barbadoes, over 4,000 inhabitants lost their lives in this tempest, and the destruction of British and other vessels in West India harbors was frightful. Another terrible hurricane visited the Island of Barbadoes Aug. 10, 1831. In this tempest over 2,500 inhabitants were killed, and over 5,000 wounded.

Many of our readers will remember the fearful hurricane which swept over Ohio and States lying to the westward as far as Iowa in June of the year 1860. The violence of the wind which attended this great storm was declared by many to have been without a parallel. Great destruction of trees, crops, roofs, vessels, and some loss of life were the results along the broad track of this tempest, reaching in width for many miles.

In the year 1866 tremendous gales swept across the American lakes and the Atlantic Coast from the 6th to the 11th of January. The same hurricane reached Europe, and the steamer Amalia went down with a cargo valued at $1,000,000. Many wrecks and great loss of life were reported in various countries, showing that an unusual atmospheric perturbation pervaded the globe at the same time.

A frightfully destructive storm was the tropical hurricane which struck the cost of Nova Scotia with terrible fury on the 24th and 25th of August, 1873. The loss of life was frightful, and that of property was estimated at the time from $4,000,000 to $5,000,000. About 900 houses were destroyed, the damage done to wharves and crops could scarcely be calculated, and the number of vessels known to have been destroyed during the 24th and 25th of August was 1,032. In the neighborhood of the Gulf of St. Lawrence and the Atlantic shores of Nova Scotia and Newfoundland the loss of life was not proportionately large, being estimated at less than 500 in all.

It is notable that the month of June, 1871, was prolific in thunder and rain-storms, especially in the Western States. The 16th of June there was an awful tornado at El Dorado, Kan., that nearly destroyed the whole town. On the 18th, at several points in Wisconsin, violent and destructive tornados were reported. The same day a terrific hurricane at Scranton, Ia., demolished houses and carried light buildings ten rods, killing the inmates. The same day Westerville, Ia., reported a terrible tornado, and the vicinity of Springfield, Ill., was visited by an awful cyclone, pulling up trees and whirling fences in the air. On the 19th of June, the same year (1871), there was a terrific thunder and rain-storm, flooding the country in Kansas and Minnesota, and on the 28th of the same month there was a great storm on Lake Superior, attended with furious winds from all points of the compass (whirlwinds), twirling the waves into spires, or water-spouts, and attended by a destructive tidal-wave at Duluth, Minn.

On the 9th of July, 1871, Dayton, Ohio, was visited by a violent tornado, in the path of which many houses were demolished and churches and bridges blown down, several persons being killed, and the total damage to property in the city and country estimated at at least one million dollars.

A Lively Old Couple.

William H. Newell, of Gilmanton, N. H., and his wife, are a remarkable pair. Mr. Newell is 91 years old, and his wife 84. During the last winter he has made a large secretary and bookcase of excellent workmanship. This season, besides attending to a large garden, he has planted and hoed 400 hills of pole-beans. The old couple drive long distances to visit friends, and are as vigorous and enthusiastic as young married folks. They have twelve children, including one lawyer, one doctor, two farmers, one carpenter, one merchant, one artist, one manufacturer, and four married daughters. They have twenty-five grandchildren and ten great-grandchildren, and not one of the whole number drinks spirituous liquors, uses tobacco or swears.

RAILROAD TIME TABLE.

ARRIVAL AND DEPARTURE OF TRAINS.

EXPLANATION OF REFERENCE MARKS.—† Saturday excepted. * Sunday excepted. ‡ Monday excepted. § Daily.

CHICAGO & NORTHWESTERN RAILWAY.

Ticket Offices, 62 Clark-st. (Sherman House) and at the depots.

	Leave.	Arrive.
aPacific Fast Line	*10:30 a. m.	* 3:40 p. m.
aSioux City & Yankton	*10:30 a. m.	* 3:40 p. m.
aDubuque Day Ex. via Clinton	*10:30 a. m.	* 3:40 p. m.
aDubuque Night Ex. via C'ton	† 9:15 p. m.	‡ 6:30 a. m.
aOmaha Night Express	† 9:15 p. m.	‡ 6:30 a. m.
aSioux City & Yankton	† 9:15 p. m.	‡ 6:30 a. m.
aFreep't, Rockf'd & Dubuque	*10:15 a. m.	* 3:20 p. m.
aFreep't, Rockf'd & Dubuque	* 9:15 p. m.	* 6:15 a. m.
bMilwaukee Fast Mail (daily)	§ 8:00 a. m.	* 4:00 p. m.
bMilwaukee Express	*10:00 a. m.	* 7:10 p. m.
bMilwaukee Passenger	* 5:00 p. m.	*10:15 a. m.
bMilwaukee Passenger (daily)	§ 9:00 p. m.	§ 6:45 a. m.
bGreen Lake Express	*10:00 a. m.	* 4:00 p. m.
bGreen Bay Express	* 9:00 p. m.	* 7:00 a. m.
bSt. Paul & Minneapolis Ex.	*10:00 a. m.	* 4:00 p. m.
bSt. Paul & Winona Express	† 9:00 p. m.	* 6:30 a. m.
bLaCrosse Express	*10:00 a. m.	* 4:00 p. m.
bMarquette Express	* 9:00 p. m.	* 6:30 a. m.
bGeneva Lake & Rockford	* 4:00 p. m.	*10:45 a. m.
bGeneva Lake Express	* 4:45 p. m.	* 9:55 a. m.
bLake Geneva Express	* 9:30 a. m.	* 7:20 p. m.

Pullman Hotel Cars are run through, between Chicago and Omaha, on the train leaving Chicago at 10:30 a. m.

No other road runs Pullman or any other form of hotel cars west of Chicago.

a—Depot corner of Wells and Kinzie-sts.

b—Depot corner of Canal and Kinzie-sts.

CHICAGO, ST. PAUL & MINNEAPOLIS LINE.

Ticket offices 62 Clark-st. and at Kinzie-Street Depot.

	Leave.	Arrive.
St. Paul & Minneapolis Ex.	*10:00 a. m.	* 4:00 p. m.
St. Paul & Minneapolis Ex.	† 9:00 p. m.	‡ 6:30 a. m.

CHICAGO, ALTON & ST. LOUIS AND CHICAGO KANSAS CITY & DENVER SHORT LINES.

Union Depot, West Side, near Madison-st. bridge, and Twenty-third-st. Ticket Office, 122 Randolph-st.

	Leave.	Arrive.
Kansas City & Denver Fast Ex	*12:30 p. m.	* 3:40 p. m.
St. Louis & Springfield Ex	* 9:00 a. m.	* 8:00 p. m.
St. Louis, Springfield & Texas	§ 9:00 p. m.	‡ 7:30 a. m.
Pekin and Peoria Fast Express	* 9:00 a. m.	* 3:40 p. m.
Peoria Express	*12:30 p. m.	* 3:40 p. m.
Peoria, Keokuk & Burlington	† 9:00 p. m.	‡ 7:30 a. m.
Chicago & Paducah R. R. Ex.	* 9:00 a. m.	* 8:00 p. m.
Streator, Lacon, Wash'ton Ex	*12:30 p. m.	* 3:40 p. m.
Joliet & Dwight Accommodat'n	* 5:00 p. m.	* 9:20 a. m.

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD.

Union Depot, corner Madison and Canal-sts. Ticket Office, 63 South Clark-st., opposite Sherman House, and at depot.

	Leave.	Arrive.
Milwaukee Express	* 7:50 a. m.	* 7:30 p. m.
Wisconsin & Minnesota, Green Bay, and Menasha through Day Express	*10:00 a. m.	* 4:00 p. m.
Wisconsin, Iowa, and Minnesota Express	* 5:05 p. m.	*11:00 a. m.
Wisconsin & Minnesota, Green Bay, Stevens' Point, and Ashland through Night Express	† 9:00 p. m.	‡ 7:00 a. m.

All trains run via Milwaukee. Tickets for St. Paul and Minneapolis are good either via Madison and Prairie du Chien, or via Watertown, LaCrosse, and Winona.

ILLINOIS CENTRAL RAILROAD.

Depot, foot of Lake-st. and foot of Twenty-second-st. Ticket office, 121 Randolph-st., near Clark.

	Leave.	Arrive.
St. Louis Express	* 8:40 a. m.	* 8:40 p. m.
St. Louis Fast Line	§ 8:30 p. m.	§ 7:50 a. m.
Cairo & New Orleans Ex.	* 8:40 a. m.	* 4:30 p. m.
Cairo, Arkansas & Texas Ex.	§ 8:30 p. m.	‡ 7:50 a. m.
Springfield & Peoria Express	* 8:40 a. m.	* 4:30 p. m.
Springfield Night Ex.	* 8:30 p. m.	‡ 7:50 a. m.
Peoria, Burlington & Keokuk	* 8:40 a. m.	* 4:30 p. m.
Peoria, Keokuk & Hannibal	* 8:30 p. m.	* 7:50 a. m.
Dubuque & Sioux City Ex.	* 9:30 a. m.	* 4:25 p. m.
Dubuque & Sioux City Ex.	* 9:30 p. m.	* 7:05 a. m.
Gilman Passenger	* 5:25 p. m.	* 9:25 a. m.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

Depots foot of Lake-st., Indiana-av., and Sixteenth-st., and Canal and Sixteenth-sts. Ticket offices, 59 Clark-st., and at depots.

	Leave.	Arrive.
Mail and Express, Ottawa and Streator	* 7:25 a. m.	* 7:40 p. m.
Rockf'rd, D'buque, & Sioux City	*10:00 a. m.	* 3:40 p. m.
Pacific Express for Omaha	*10:30 a. m.	* 3:40 p. m.
Kansas City, Atchison & St. Joe Express	*10:30 a. m.	* 3:40 p. m.
Dubuque & Sioux City Express	* 9:30 p. m.	* 6:55 a. m.
Pacific Night Expr's for Omaha	†10:00 p. m.	* 6:55 a. m.
Kansas City, Atchison, St. Joe, and Texas Express	†10:00 p. m.	‡ 6:55 a. m.

MICHIGAN CENTRAL RAILROAD.

Depot, foot of Lake-st., and foot of Twenty-second-st. Ticket Office, 67 Clark-st., southeast corner of Randolph, Grand Pacific Hotel, and at Palmer House.

	Leave.	Arrive.
Mail (via Main and Air Line)	* 7:00 a. m.	* 6:55 p. m.
Day Express	* 9:00 a. m.	* 7:40 p. m.
Kalamazoo Accommodation	* 3:45 p. m.	*10:30 a. m.
Atlantic Express (daily)	§ 5:15 p. m.	§ 8:00 a. m.
Night Express	† 9:00 p. m.	‡ 6:30 a. m.

PITTSBURG, FT. WAYNE & CHICAGO RAILWAY.

Depot, corner Canal and Madison-sts. Ticket Offices, 65 Clark-st., Palmer House, and Grand Pacific Hotel.

	Leave.	Arrive.
Mail and Express	* 8:00 a. m.	† 7:00 p. m.
Pacific Express	§ 5:15 p. m.	§ 8:30 a. m.
Fast Line	§ 9:10 p. m.	§ 8:00 a. m.

BALTIMORE & OHIO.

Trains leave from Exposition Building, foot of Monroe-st. Ticket Offices: 83 Clark-st., Palmer House, Grand Pacific, and Depot (Exposition Building).

	Leave.	Arrive.
Morning Express	§ 8:50 a. m.	§ 5:40 a. m.
Fast Line	§ 9:40 p. m.	§ 6:40 p. m.

LAKE SHORE & MICHIGAN SOUTHERN.

	Leave.	Arrive.
Morning Mail—Old Line	7:35 a. m.	7:40 p. m.
N. Y. & Boston Special Ex.	9:00 a. m.	7:40 p. m.
Atlantic Express, daily	5:15 p. m.	8:00 a. m.
Night Express	†10:20 p. m.	§ 5:40 a. m.

PITTSBURG, CINCINNATI & ST. LOUIS R. R.

Depot corner of Clinton and Carroll-sts., West Side.

	Depart.	Arrive.
Day Express	* 8:40 a. m.	* 8:10 p. m.
Night Express	§ 8:00 p. m.	§ 7:30 a. m.

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

Depot, corner of Van Buren and Sherman-sts. Ticket Office, 56 Clark-st., Sherman House.

	Leave.	Arrive.
Omaha, Leavenw'th & Atch Ex	*10:15 a. m.	* 4:00 p. m.
Peru Accommodation	* 5:00 p. m.	* 9:35 a. m.
Night Express	†10:00 p. m.	‡ 6:30 a. m.

LAKE NAVIGATION.

GOODRICH STEAMERS

For Milwaukee and all West Shore ports, Daily, Sunday excepted ... 9 a. m.
Saturday's boat don't go until ... 8 p. m.
Friday morning's boat goes through to Ahnapee.
For Grand Haven, Grand Rapids, and Muskegon, Daily, Sunday excepted ... 7 p. m.
For Manistee, Ludington, and Pentwater, Daily, Saturday and Sunday excepted, at 9 a. m.
For St. Joseph—Daily at 10 a. m., Sundays excepted. Saturday's boat does not leave until 11:30 p. m.
For Green Bay, Escanaba, etc., Friday ... 7 p. m.
Office and docks, foot Michigan-av.

OCEAN STEAMSHIPS.

GENERAL TRANSATLANTIC COMPANY.

The mail steamers of this Company, between New York and Havre, calling at Plymouth (G. B.) for the landing of passengers, will sail from pier 42 N. R., foot of Morton-st.

EVERY WEDNESDAY.

LABRADOR, SANGLIER ... Wed., July 25, 6 a. m.
FRANCE, TRUDELLE ... Wed., Aug. 1, 9 a. m.
*PEREIRE, DANRE ... Wed., Aug. 8, 4:00 p. m.

PRICE OF PASSAGE IN GOLD (including wine): TO HAVRE—1st Cabin, $100; Second Cabin, $65; Third Cabin, $35.

Steerage, $26, including wine, bedding, and utensils. TO PLYMOUTH, LONDON, or any railway station in England:

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New York to Queenstown and Liverpool.

ENGLAND, July 7, 1:30 p. m. | ERIN, July 21, 1 p. m.
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CANADA, July 5, 11 a. m. | GREECE, July 18, 10 a. m.

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SECRET PRAYER.

Sermon by the Rev. Joseph Cook of Boston.

What Constitutes Prayer, and How to Obtain Results by It.

Special Blessings Obtained in Institutions Where Secret Prayer Is Customary.

The Rev. Joseph Cook, of Boston, preached in the First Presbyterian Church, corner of Indiana avenue and Twenty-first street, yesterday morning, to one of the largest and perhaps most intelligent audiences ever gathered in that edifice. His subject was "Secret Prayer," and it took him an hour and a quarter to force home his convictions upon his hearers. In consequence of the length of the discourse,—the other exercises occupying another hour,—a great many exhibited by their restlessness that they were fatigued, and, had propriety warranted it, not a few would doubtless have left the building. The condition of the atmosphere was such that it became almost intolerable, so great was the crowd. There must have been fully two thousand people seated, while two hundred or so were obliged to stand up.

Mr. Cook conducted the whole service, and, in reading passages from the Bible applicable to his theme, quoted that in Acts in relation to the prayer of the righteous man. Stopping abruptly in the middle of the phrase, "The effectual, fervent prayer of," he looked around the church and inquired, "Is there any here?" and then finished the quotation, "a righteous man availeth much." This caused somewhat of a sensation, several near the reporters' table seeming to be shocked at such a question in such a place.

In his long prayer, having evidently in mind the mobs in the East, the reverend gentleman said: "Wilt Thou not exhibit to us in the progress of our civilization Thy wrath once more, as Thou hast in times past, if we do not speedily place ourselves on Thy side? Are not our backs already lacerated by Thy judgments? Are not the furrows yet open some time after the period in which Thy plowshare passed across our land? In these black furrows may we sow the fat seed of total obedience to Thee. May we do justice speedily, and may we spread abroad education. May we send our missionaries to the poor and to those who think that no man cares for their souls, and have too much reason to think that of some of us. Wilt Thou deliver us from our inertness, from our indifference to the condition of the poor, and to those who are more than poor in this world's goods. . . . May we remember the children who are not responsible for their sufferings, although their parents are leading lives of dissipation. Wilt Thou look on the little ones who are hungry and have not where to lay their heads. Wilt Thou remember the children in our perishing and dangerous populations. . . . Have they not stretched, in our cities, their hands out long enough to us whose ears cannot be deaf without disadvantage to our civilization? Thou wilt punish us again if we allow the thunder-clouds to gather. . . . And we beseech Thee to look upon Thy servants the Governors of the different commonwealths, and especially upon Thy servant the Governor of a neighboring commonwealth in which disorder is now in progress, and wilt Thou enable him and all in authority there to support the law. Wilt Thou enable all who are concerned in the tumults of our time, whether in the present or the years before us, to consider the rich and the poor with that clearness and tenderness which shall leave neither rich nor poor ground for complaint. May our laws be transcripts of Thine own heart, and as Thou dost remember Dives, and also Lazarus, may we and our laws."

His text was as follows:

Now, when Daniel knew that the writing was signed, he went into the house; and the windows being open in his chamber toward Jerusalem, he kneeled upon his knees three times a day, and prayed, and gave thanks to his God, as he did afore time.—*Daniel*, vi., 10.

But thou, when thou prayest, enter into thy closet, and when thou hast shut thy door, pray to thy Father, which is in secret; and thy Father, which seeth in secret, shall reward thee openly.—*Matthew*, vi., 6.

There is no manliness, no womanliness, in avoiding the experiment as a test of truth. It has commonly been taught that prayer consists of four parts: adoration, confession, thanksgiving, petition. I am accustomed to assert that there is a fifth part in every genuine prayer, namely: total surrender to God. Do you wish to know whether there is anything in prayer thus defined? Try the experiment of adoring, petitioning, confessing, and surrendering totally. Until you try thus, do not say that you have tried this theme in the manly, or the womanly, or the scientific method. Anything in prayer? What is prayer? Adoration, confession, thanksgiving, petition, and total self-surrender. He into whose prayer these five things do not enter has put before God only what the Bible calls "vain repetition." But he who adores, petitions, confesses, gives thanks, and surrenders utterly, has prayed, and he who has prayed in that sense is a Christian. Will you try the experiment of prayer of the genuine sort? That is, will you surrender to all the light you possess, once for all? If you believe in the scientific method, will you not practice it? Let us have short work with these doubts about the efficacy of prayer. You know it is so efficacious you will not try the experiment of praying.

A few in the world in all ages have tried the experiment of actual prayer. In the oldest Scriptures it is recorded that one of the leaders of the people of Israel prayed one summer night for a divine sign, and placed a fleece of wool on the ground; and in the morning found it wet with dew, and all the earth about it dry. There are two such fleeces of wool in New England. The nights pass, the mornings succeed each other, and spiritual dews fall, and again and again those two fleeces are found saturated, while the ground all about them remains dry. The first fleece is Mount Holyoke Female Seminary at South Hadley, Mass. Scarcely a year passes over that renowned school, or has passed for a third of a century, without a season of the richest religious interest. It is difficult to find any time in which half or even a third of the 300 pupils there are not personally interested in vital piety. That school has a rule that each one of the 300 young ladies shall take half an hour in the morning and half an hour in the evening to be in her room alone with her Bible and with her God. Of course, among so many there will be found individual pupils who evade the regulation, but I have come out of the study of that school with a deeper conviction than that it is these secret half-hours that keep the spiritual fields at Mount Holyoke green. There is in Eastern Massachusetts, at Woburn, a school established by Henry F. Durant, and there secret half-hours are kept as at Mount Holyoke, and that school is filled with the Holy Sprit. That which makes Wellesley sacred is just what makes Mount Holyoke divine,—secret prayer. A new college for females has recently been opened on the Hudson. It is a promising fact in the youth of this institution that its Trustees, cool, balanced men of affairs in our metropolitan city, publish as one of the regulations that a daily period of twenty minutes of absolute privacy shall be secured to each student, which she is advised to use for religious meditation and private devotion. Every clear idea and every spiritual purpose is a touch of the finger of God upon the civilization of the world. That finger touches our civilization nowhere more closely than in its schools, and in no schools so effectively as in those in which prayer has been made not only a theory but a practice, and in which, as in Woburn College, Mount Holyoke, and Wellesly, an intense intellectual life, in itself a spiritual corpse, is smitten every morning and evening by the hand of secret meditation and devotion, and made to stand upon its feet. Do not forget for an instant the sacredness of the inmost holies of the soul's soul.

There are some topics in the range of religious truth so sacred that they should be approached with caution written on our foreheads. Remember Uzziah, who touched the ark and was struck dead! I doubt not there are topics connected with the moral and secular life in this Mississippi Valley which, on account of their sacredness, you would not allow me to speak of—nay, of which you hardly speak yourselves, and then in tones not above whispers to the ones addressed. But I do not understand the feeling of those to whom the religious life of the soul is less sacred than the holiest moment of secular experience. Secret prayer is such only when it becomes secret in fact as well as in name. He knows nothing of the measure of its influence who has not obeyed the precept, of which the profound philosophic depth is so often and so curiously forgotten, to shut the closet door. I would have no son know the hour or place of the secret prayer of the father. I am not opposing family prayer or public prayer. They are exercises of the soul's majestic privileges. But I would have not even the wife know the hour or place of the secret prayer of her husband. In regard to the inmost habits in respect to these things, I would have a man die and make no sign. A healthful freedom from that poor vanity which is the greatest enemy and anxiety of the soul, can be obtained in no other way. The soul that would look into the eye of God needs to know that no other eye is looking on.

But you say that in our crackling, whizzing, wicked age the good man must not make a hermit of himself—must not live in a monastery—must not avoid the temptations of the world, which, resisted, make him stalwart, and which, like the billows before the swimmer, if vigorously resisted, give way before him to the right and left, and buoy him up. You say that in an age, and in a land of most practical tone, I am teaching mediæval religion,—a style of culture that may do for women, if they are young.

What is prayer? Go back to our primary definition. How much time does it take you to surrender to God after you are ready to do so? The readiness is the act. What if you imagine the door through which you pass to your daily duties to be an archway of triumph, and call upon yourselves, as you go out every morning, to pass under it totally surrendered to God in regard to all your private and public affairs? That moment in which you pass out over your threshold may be the rudder of your day, your week, your year, your life. How much time do you need to pass over your threshold? So much time you need to surrender heartily to Almighty God; that is to the best you know or can learn. You ought to do the best you know how. You ought to know all you can of your duty; and now, gathering up all the light you possess, every morning, will you go out surrendered to it utterly, affectionately, and irreversibly? Either you will or will not. Here are the Scriptures! Place them over your door. Will you go out obedient to the whole spirit of them? A good many things here (putting his hand on the Bible) are hard against greed and fraud! Any number of passages against leprosy and injustice! Will you walk out under these holy and victorious Scriptures, and surrender to them as you pass beneath the upper portion of your door? Your Bible, too, down on a shelf! Will you go out under it? Not the whole of it, you say. Very well! Tear out the leaves that you will not submit to. Put them under the heel as you leave your chamber. You will not do that? You did it this morning. Of course not literally; and yet really you went this morning from your chamber resolved to do all you ought, or not resolved; and if you went with a divided soul you tore out leaves—passage after passage—and from the whole book of your knowledge leaf after leaf and trod them under foot.

It is positively true that every man does the best he knows how, or he does not, and the man who doesn't mean to do the best he knows how, is a man who ought to symbolize his daily act inwardly by some outward arrangement like that of a torn volume trodden down as he passes into his day. Here are your bargains which lie as close to lies as the eyes to the eye-ball. Are you going to continue them and put the Bible under your feet and walk over it? You have time every morning to defy God. Haven't you time to surrender to Him? Give me that one act of prayer—self-surrender. Let there be self-submission to God in the sense of total, affectionate, irreversible self-contentment of the soul to all the light the spirit possesses, so as to make it your delight to linger in the other acts of prayer,—adoration, confession, thanksgiving, and petition,—and your quarter of an hour with God you shall no more grudge than the prolongation of the kisses and the endearments with which you part from those who are nearest and dearest to you.

"In an age of a practical tone I am preaching," some of you say, "mediæval doctrines." I deny the imputation, and say I preach so practically that you dare not try the experiment of carrying out what I preach. Practically what would it be worth on State street if all who trade there every morning were to pass under this arch of total surrender—to what? Why, to the best they know or can learn of God and conscience. What would it be worth practically if you were to give your conscience and reason the government for one instant at the opening of each day to the secret, transfigured top of outlook, and that one gaze to be the rudder of commerce for that day? If you let me rule this one hour in each day of commerce, I will rule the round globe, and make the morning sing "God come back," and these mud-monsters of greed and fraud, I will transform them into angels of light. The still small voice is heard only by the still soul. The world is a great fool. It believes the ashes are better than apples. It is also a great coward. In the night the ghosts walk, and if you will listen you can hear the bones of the dead turn in their graves. The world blinds itself at present. The enemy of the race is chiefly such because he is a liar. The world raises its voice in order to drown God's thunders from the tombs, and bespatters the sky with rockets that it may outshine the light of the eternal fires.

In private meditation we lose the voice of the world's ravages of foolishness. In the spiritual landscape about us it is dark. We should walk not as in the night, and the mountains in the lands before us lose their outline. But there do come moments of intense spiritual experience like flashes of lightning in a summer night; but when this experience passes, and the soul wanders on in darkness, it is well for you. You have seen life as it is not. What you saw then is just as true now as it was then. These moments come oftenest in solitude, and it is oftenest there that we lose frivolity, and so drop the second of the world's ravages of foolishness. No one has learned to think or to see who has not acquired the somewhat un-American habit of keeping his eyes open, and looking on unwelcome truth, although his eye-balls be seared. That is dropping the third of the world's ravages. A man at last questions sharply concerning the structure of things that may shape his destiny. There are a few points of which he is sure. He draws a distinction between theological certainties and probabilities, and the former have acquired strength. At last he has a moment of complete solitude,—it may be over the grave of some one near and dear,—and his soul meditates: "A while ago I was in this world. A little while hence I shall be here no longer. I am going hence. I wish to go hence in peace. I know I am going soon, and I know that there must be conditions of my peace with myself, and with God, and my record. I can get away from neither of those portions of my environment. How can I harmonize myself with conscience, my God, my past? I am alone, and I know that God exists. I feel the moral law within me, and scholars say that the moral law is identical with the divine nature. I know that there is a plan in things, and a moral as well as a physical plan, and that the moral law is a part of the natural law, and I know that I must harmonize myself with both. I have a sense of remoteness from God when I disobey that law, and this sense is probably sent to me as a warning of the greater remoteness that will come if I continue to violate this law. What if I should fall into such a sense of remoteness as to feel that I had fallen beyond the brink? I may get so far from God that I cannot come back. I know I cannot go back unless I want to go back, and what if I go so far in remoteness from God that by-and-by I shall lose the desire to come back and surrender to God? That would be the loss of my soul. Were I lost in this remoteness from God, from hope, perhaps despair would say my time is up. There is no return for me, and now I will do my worst. But I do see some that love what God loves, and hate what God hates, and I know if I do that, it is well for me. There is no doubt about that. Do I not know that if I learn to love what God hates and hate what God loves, it must be a life of dissonance for me that I shall lead in this life and in the next? It is time for me, therefore, to attend to the call of conscience. Whether the Bible is inspired or not I do not know, but I do know there is a moral law in me. By the Decalogue I know that I feel mean every time I mean to be mean, and I have meant to be mean for a long time. Now, it is sure that God is in happiness; sure that His bliss is the highest possible. I know I shall have no hope of bliss unless I do become religious. When I look sharply into this matter, the whining Christians I have heard about were no very thorough Christians, and these dismal people who call themselves religious are not quite of the spirit of the rejoicing Psalms. I have seen a great many Christians who were like blotted and torn Bibles. But I will go to the original source. This Book says, You must learn to love what God loves, and hate what He hates.

"Verily, verily, I say unto you, you must be born from death." You must have loyalty to the highest in the universe. I read that two cannot walk together unless they be agreed. There is immense sense in that. If I am not agreed with God, it is perfectly clear I must change. I must love what He loves, and the more I do that the more this sense of remoteness vanishes. I am near to God and the nearness is bliss. All things appear to be on my side when I am on God's side, and who can be against me? But I don't know but that I was made bad and inherited bad tendencies, and when I want to surrender to God these tendencies are against me. I have heard that man fell, and we all fell. What I do know is that I seem to have been born more or less disordered by hereditary descent. I know I can do the best I know how, in spite of these hereditary rebellions. I can fight my Gettysburg. I can hold my Southern States, and little by little carry peace to the Gulf. I can put myself on the side of God, and I can do it this minute. Perhaps putting down my rebellious instincts will be a hard struggle. People say that is sanctification. I don't care what they call it, but it is what I want. I must do one thing or the other. There are mobs at Pittsburg or there are not. It may be slow work, but I can take my stand this minute and say these things shall be, and when I take my stand I say, "Gettysburg is fought." The soul starts here, at the end of its soliloquy, at a point of transparent peril. There has been meditation but not prayer. The tossing of the soul is kept up. There is struggle, but little joy. Half the churches are in this state. They do not know that entire self-submission to God is wanted, and that nothing else can do. The truth is looked at more closely in secret meditation and prayer.

Is the vice sensuality? After secret prayer men see that the scarlet woman is of all the cheats the chief. It is in solitude that the relation between the finite and the infinite is seen, and it is in that vision the soul says, "Utterly and forever thine, Thou who wert and who art, and who art to come, Creator, Sanctifier, Redeemer! utterly, gladly, forever Thine." Then the word is new. There has been secret prayer, and not merely vain repetition. There will thereafter be a sense of infirmity, but the soul will learn to love what it once did not love, and will endure as seeing Him who is invisible.

Notice briefly Edwards, Baxter, Doddrige, Channing, and Robert Hall, five flames whose heat appears in history, and who have left records of their firm belief in secret prayer. You say those are examples of persons trained in the Christian race. Take, then, a man from the south side of Boston, whose views were such as to seem, in many respects, to be defective. Every Sabbath morning he shut himself in his chamber and took from an envelope slips of paper on which he had recorded his faults and their causes. If he had eradicated a fault, he burned up the paper concerning it. If he had committed any new fault, he entered that on a slip of paper and put it in his collection. When he died, the envelope was found marked, "To be burned." And it was burned. And there grew up in him symmetrical illuminations likely to be seen from afar, and when the histories of William Hickling Prescott are forgotten, his secret meditation and prayer will be remembered.

It is the natural law of the soul that the instant it bows its neck into the yoke, that yoke will become a crown. Truth of the spiritual order is as the rising sun. By the illumination of the sky, I know how to direct my telescopic tube upon the object I wish to see in the azure. God teaches me how to point the telescope. Whenever, wherever, howsoever any tube adjusts itself, then and there, and in that way, the inner illumination is given by natural law. So the soul has power to adjust itself to its lenses, to direct the will towards God's will, by the general illumination given to every one of us. When Christ would bring the will into exact coincidence with God's will back from glory,—our lenses clear and properly adjusted,—as Prophet, Priest, King, Savior, Redeemer, Lord, then and in that manner there will flash this inner illumination, utterly unattainable otherwise. In endless space shall burn the sun, but in the poor, feeble, human instrument shall be found the star—its image.

THE GOVERNMENT SURVEY.

The following dispatch was received here about 3 o'clock yesterday afternoon:

DEADWOOD, D. T., July 22.—*J. H. Little*: One blacksmith and two drivers killed or missing. Lieut. Lemley and the balance of the party safe and sound and out of danger. E. O. ADAMS.

Lieut. Lemley, to whom the dispatch refers, is a United States officer commanding a squadron of twenty-five cavalry who were escorting the party engaged in running the Government line between Dakota and Wyoming. The attack upon them was made by the Indians a short distance west of Deadwood.

THE LAW.

Organization of Judicial Tribunals in France.

Number of Suits and How Disposed Of—Lawyers and Their Training.

Proceedings in the Chicago Courts Saturday—Judgments and New Suits.

A FOREIGN COURT.

THE BENCH AND THE BAR IN FRANCE.

The July number of the *American Law Review* contains an interesting article on "The Bench and the Bar in France," which well deserves perusal, not only by lawyers but by the general reader. There are four grades of Judges in the civil, as distinguished from the commercial, courts: 1. The "Juges de Paix"; 2. The "Juges des Tribunaux de Premiere Instance"; 3. The Judges called "Conseillers des Cours d'Appel"; 4. The "Juges de la Cour de Cassation."

In addition to these, there the "Juges des Tribunaux de Commerce," for the trial of commercial cases (these Judges being elected from among the merchants of the highest character and standing); and the "Prud'hommes," who are manufacturers, tradesmen, or artisans, and who act as Judges only in cases of dispute between manufacturers, tradesmen, and artisans, in relation to their business. Their duty is much the same as that of experts before a jury in this country.

The Juges de Paix, corresponding to a certain extent to our Justices of the Peace, but with more limited powers, have cognizance of all pure personal suits up to the amount of 100 francs,—about $20,—and up to 200 francs subject to appeal. They have also under certain money-limitations jurisdiction of suits between innkeepers and their guests, landlords and tenants, master and servant, and actions for defamation, assault and battery, etc. If the parties can be brought to terms, a proces-verbal or report is prepared, but, if not, the case is remitted to the Tribunal de Premiere Instance. These last-named courts have cognizance of personal actions and those relating to personal property up to 1,500 francs, and of actions relating to real property of a rental not exceeding 60 francs, without appeal, and of other actions, except those of a commercial character, subject to appeal. These courts are midway between our Justices and Circuit Courts, but resembling more particularly the latter.

The Cours d'Appel have no original jurisdiction, but have appellate jurisdiction in all cases where an appeal is taken from the decisions of the Civil Tribunals of First Instance, or from those of Tribunals of Commerce.

The Cour de Cassation resembles the special terms of the Supreme Court of New York, and pronounces on all applications made to set aside judgments rendered by inferior courts acting as courts of last resort, applications to have a cause transferred from one to another, conflicts of jurisdiction, etc. It annuls all proceedings in which the forms of law have been violated, and every judgment which expressly contravenes the text of the law. Under no pretext, however, can it examine into the merits of the case.

The Judges of all the courts are appointed by the Chief of the Executive Power, and the Juges de Paix are removable at the will of the same power; the others only for cause. There are 2,860 Juges de Paix, or one for every canton, the only qualifications required for this office being that the incumbent be a Frenchmen, and 30 years of age. Their salaries vary from 1,800 to 5,000 francs in the rest of France; but are increased to 8,000 francs in the City of Paris. The number of Tribunaux de Premiere Instance is 359. As there are no juries, each tribunal is composed of from three to twelve Judges, besides from three to six supplementary Judges. Three Judges at least and six at most must be present to pronounce judgment. No one can be appointed to the office of Judge unless he possesses the degree of Licentiate in Law, has kept his terms for two years as an avocat of the Tribunal, and is at least 25 years of age,—the minimum of age for the President and Vice-Presidents being 27 years. The salaries received by the Judges are excessively moderate, varying from 2,400 to 5,000 francs, except in Paris,—the Judges of the Tribunal de la Seine receiving 8,000 francs. The salaries of the Vice-Presidents vary from 3,000 to 6,250 for the other tribunals, and about 10,000 francs for the Tribunal of the Seine. The President of this latter receives 20,000 francs; the Presidents of the other tribunals from 3,600 to 10,000 francs.

There are twenty-six Cours d'Appel in France, each court being composed of from twenty to forty Justices. Seven Judges are necessary to pronounce judgment. At Paris there are seventy-two Justices of this Court. Their salaries vary from 5,000 to 7,000 francs, or 11,000 francs in Paris, the President of a Tribunal receiving from 15,000 to 25,000 francs. The Cour de Cassation consists of forty-eight Justices, the salary of the first President being 30,000 francs, and of the Justices 18,000, annually. Judges of the Tribunaux de Premiere Instance and of the Cour d'Appel are put on the retired list at the age of 70, and those of the Cour de Cassation at 75. The amount of the pension increases with the number of years passed in active service.

In theory, the Judges of the higher courts are perfectly independent of the governing power, and they are most favorably known for their integrity, their enlightenment, and the gravity of their morals. Judges (at all events, those of the lower courts) are accustomed to receive the visits of a party to a suit, or of his lawyer, out of court, and to listen to his ex parte statement of the case in which he is interested. If such party or his legal adviser be a personal friend of the Judge, there is evidently great danger that the latter, however honest his intentions, may not approach the trial of the case with a perfectly unbiased mind. If French Judges are lacking in knowledge or liberality of views as respects foreign countries, their laws, and customs, and frequently apply French laws and usages with unyielding rigor in controversies between Frenchmen and foreigners, and that, too, even as to acts done or contracts made or to be executed abroad,—thereby securing the interests of the former, to the great detriment and dissatisfaction of the latter,—they only follow the general policy of their Government in this respect; which goes so far in its protection of its citizens, and in its distrust of foreign laws and tribunals, as even to refuse the extradition of French criminals who, after committing the most serious offenses abroad, have succeeded in escaping to their native country. They are what would be called deficient in learning in the American acceptation of the term, as very small value is attached to legal precedents in France. Outside of the particular case decided, the interpretation of the law given by the Judges has no authority, and binds no one. It is not binding upon other courts, nor even upon the tribunal which has pronounced it. If another cause, entirely new, but in all respects similar, comes before the Court, it is free to follow the former interpretation or to adopt a new one.

THERE ARE TWO CLASSES OF LAWYERS practicing before the Courts of First Instance and of Appeal, viz.: "avoues," or attorneys, and "avocats," or pleaders. The "avocats" of the Cour de Cassation discharge at the same time the functions of "avoues." The "avoues" of the Tribunaux de Premiere Instance are distinct from those of the Cour d'Appel; while there is but one body of "avocats" for the two jurisdictions, known as "avocats a la Cour d'Appel." The employment of an "avoue" is necessary (except that, in theory, a party may defend himself, or select whom he pleases to defend him); while that of an "avocat" is purely voluntary. The former is the agent and representative of the party; the latter is not. The former directs the proceedings, furnishes or receives all communications requisite for the preparation of the cause, and lays before the Court the demands of his client. The latter argues the cause, and gives consultations. "Avoues" (including the "avocats a la Cour de Cassation") are obliged to give security for their good behavior,—the amount of which is fixed according to the population of their place of residence, etc.,—while no such security is required of "avocats."

In order to be admitted as an "avocat," the candidate must have obtained the degree in law called "licence en droit," for which three years' terms or attendance on the lectures of the Law School, or "Faculte de Droit," are necessary (these lectures comprising a course of instruction in the history of law; Roman law; the law of nations; common or uncodified law; the French Civil Code and Code of Procedure; criminal, constitutional, administrative, and commercial law; and political economy); and previously he must have obtained the degree of Bachelor of Letters, after passing an examination in French, Latin, and Greek composition, as well as in literature, history, and philosophy. He must also have passed three years in attendance on the courts, before he can be entered on the rolls and admitted to practice. In order to be received as an "avoue," the candidate must, in like manner, have obtained a degree of Bachelor of Letters; and then have followed for a year the course of criminal legislation, and of civil and criminal procedure, and have passed an examination before the Professors of the Law School. He must, furthermore, have passed five years as a clerk in the office of an "avoue," in order to be admitted as an "avoue" of a Cour d'Appel.

The "avoues" are limited in number, and are appointed by the chief of the executive power as vacancies occur. High prices are, in fact, paid for these positions. The number of attorneys and practicing advocates is very small in proportion to the population, the number in Paris in 1874 being as follows:

Avoues of the Cour d'Appel	54
Avoues of the Premiere Instance	151
Avocats of the Cour d'Appel	639
Avocats of the Conseil d'Etat and Cour de Cassation	60
Total of attorneys and barristers in Paris	904

To these may be added 123 notaries, who, though public functionaries invested with important prerogatives, do a great deal of work which in the United States is done by attorneys, making a grand total of 1,027 educated lawyers in Paris,—a city having a population of nearly 3,000,000. Chicago, with a population of only about 500,000, has nearly 1,100; and New York, with a population of not quite 1,000,000, has nearly 3,500 lawyers.

In 1874, out of the 2,145,107 suits begun in all France, 860,265 were never prosecuted, and of the remainder 838,257, or 67 per cent, were finally decided by the Juges de Paix. The Tribunaux de Premiere Instance disposed of 140,381 in that year, and the twenty-six Cours d'Appel cleared their dockets of 11,056 out of the 16,436 taken up to them. Out of the whole number of judgments appealed from 71 per cent were affirmed.

CHICAGO.

DIVORCES.

Hendie D. Gamson was an applicant for a divorce Saturday. He says that in July, 1870, he married one Bulsina L. Garrison, and lived with her until last March, when he became acquainted with certain facts which render it certain to his mind that she was unfaithful. He immediately told her what he had discovered, and she immediately left him.

Catherine Houghteling La Cost also made similar charges against her husband, Edward La Cost, a drummer for a Chicago manufacturing company. She says that one day when she was engaged in the most commendable pursuit of sewing buttons on his cost a number of letters and a telegram, fell from his pockets. None of them were signed, but their character was such as to leave no doubt as to the relations between the writer and her husband, the defendant. He finally left her last November, and has not lived with her since.

Fannie L. Randolph filed a bill against her husband, William Irving Randolph, charging him with desertion, and asking for the usual relief.

UNITED STATES COURTS.

The Connecticut Mutual Life-Insurance Company files a bill Saturday against Agnes Wilson, James A. Wilson, W. F. Wilson, and Mary B. Beebe, executrix, to foreclose a mortgage for $7,000 on the S. 33 feet of the N. ¼ of Block 37, in Kinzie's Addition, and the S. 33 feet of Lot 16, Block 24, in Wolcott's Addition to Chicago.

BANKRUPTCY MATTERS.

A discharge was issued Saturday to John Renne.

The assets of Colwell, Clark & Co. were ordered to be sold after three weeks' notice by publication.

A like order was issued in the case of Solomon Snow, and in that of Bason & Perry.

R. E. Jenkins, Assignee of the Commercial Insurance Company, filed a report setting out that he had sold a large number of notes, judgments, and claims of the Company, and constituting its desperate assets, for $823. The face value of the assets was over $40,000. The sale was ordered to be approved. Among them was a judgment for $13,739.13 against J. E. Chapman, and another against R. H. Hoemer for $1,773.80.

R. E. Jenkins was appointed Assignee of Joel and Charles W. Bullard.

George W. Campbell was appointed Assignee of Hiram and Henry B. Brush.

Assignees will be chosen for L. B. Walker and James A. Martin at 10 o'clock this morning.

A composition-meeting will be held at the same hour in the case of Abraham J. and Ferdinand Neuberger.

The first dividend-meeting in the case of James H. Morris is set for 2 p. m. to-day.

SUPERIOR COURT IN BRIEF.

Robert Smith sued Frederick D. Leonard Saturday for $1,000.

The Manufacturers' National Bank of Racine brought suit for $1,000 against C. W. Kelton and John B. Williams.

L. K. Wilmerding, E. R. Biddle, and Thomas B. Bisset commenced a suit for $3,000 against Henry S. Carter and Frank L. Warren.

Kate Cairns sued Thomas Foster for $1,000.

THE CALL.

JUDGE DRUMMOND—In Chambers daily.
JUDGE BLODGETT—The bankruptcy calendar.
JUDGE GARY—General business.
JUDGE JAMESON—No court until next Saturday.
JUDGE ROGERS—General business.
JUDGE FARWELL—The Harms injunction case at 8 a. m.
JUDGE WILLIAMS—General business.

JUDGMENTS.

UNITED STATES CIRCUIT COURT—JUDGE BLODGETT—James Taylor et al. vs. William S. Robertson; verdict, $21,900, and motion for new trial.

SUPERIOR COURT—CONFESSIONS—Kate Canon vs. Parker R. Mason, $238.—C. A. Perry et al. vs. James W. Benton and George O. Wilson, $188.23.—Barney Mahon vs. Michael Shanley, $492.

MARINE NEWS.

DOWN IN THE DEEP.

Capt. Peter Falcon, the submarine diver, and his assistants arrived here Saturday last from Lake Minnetonka, Minn., whither they had been to raise a steam pleasure yacht named Katie May, and succeeded, after some difficulty, in getting her to the surface from a depth of seventy-two feet. The vessel is about the size of the Bret Harte, and was constructed at a cost of $5,000, under the supervision of C. W. May, Esq., a wealthy gentleman living in a beautiful villa on the lake above named, for his private use. The boiler of the little steamer exploded a fortnight ago, from some cause at present unknown, and Capt. Mitchell, Mr. May's son-in-law, who had charge of the boat, and the engineer and pilot were drowned.

Capt. Falcon arrived at the scene of the disaster on the 17th inst., and expected to find the sunken craft in about twenty-two to thirty feet of water. He put on his armor and went down at the spot indicated, but found there nothing but a piece of canvas and a paintbrush. He hunted down in the lake until he reached a depth of seventy-two feet, and when about 500 feet from the spot first indicated discovered fragments of the boiler and found three large pieces of it, comprising about one-half. That led to the discovery of the wreck some fifty feet further on. The vessel was standing on end, about twenty feet of it being sunk in soft mud, bow in. The engine was in perfect order, but the boat was split from amidships to bow, indicating that the fragments of the boiler had gone through the bottom and escaped through the bow of the vessel. The three large pieces that were found were scattered some forty or sixty feet. The mud was very deep, and it was with difficulty that Capt. Falcon could keep sufficiently above it to enable him to work at the wreck. He could not discover any of the bodies of the three unfortunate men who lost their lives by the explosion, and came to the conclusion that they had sunk so deep in the mud that they could not be found by any apparatus he had.

The boat was raised on the 18th inst., after hard work, and will be repaired and put in order again. An investigation into the cause of the explosion will probably be made by the authorities.

Capt. Falcon speaks in complimentary terms of the hospitality of Mr. May and his family, and says Lake Minnetonka is the most beautiful sheet of water he ever saw. It has 125 miles of sandy beach, overhung with trees and wild bushes, and has numerous bays and points. The fishing is unequaled, and facilities for sailing and rowing excellent. The sub-mariner considers it a perfect paradise on earth.

PORT HURON.

Special Dispatch to The Tribune.

PORT HURON, Mich., July 22.—Down—Props Oswegatchie, Annie L. Craig, Arabia, Jarvis Lord and tow, Burlington and barges, Athens and barges, Arizona and barges; schrs Maggie, F. A. Georger.

Up—Props Bertschy, Huron City, Marine City, Enterprise, James Fisk, Jr., J. Buckhead and barges, Swallow and consort, Yosemite and consort, Mayflower and consort, Metamora and barges, Comorant and consort; schrs Southampton, S. Neelon, Albacore, Wawanosh, Col. H. C. Heg, Orphan Boy, H. A. Kent, M. S. Bacon, C. K. Nims, Favorite, J. O. Thayer, Timothy Baker, J. P. March, Escanaba, J. D. Sawyer, Adventure, Senator, Brightie, New Hampshire.

Wind—Southwest, gentle; weather fine.

The Hurlbut and consort were released from Russell's Island and passed up this evening.

THE THISTLE.

Capt. John J. Gamble, of the schr Thistle, writes that he had made one round trip on the American coast from New Haven to Washington with coal, and at the time of writing was on his way to Baltimore for a load of bulk salt, as coasting freights had gone so low that there was now no money in them. In case he could not get a paying load of salt, he intended taking on coal for Boston, Portland, or any point at the East, and then loading deals or staves for Europe. Unless there is some decided improvement in the lake business, the Thistle will not soon return to these waters, as she is doing better, even now, than lying idle. She is badly barnacled, and will go into dock at Baltimore to have them cleaned off.

NAUTICAL MISHAPS.

The schr Portland was struck by lightning at Port Huron Thursday last, and had her mainmast shattered.

The prop Montgomery yanked the jibboom out of the schr Myrtle yesterday in backing out of an Illinois Central slip.

The Grand Rapids craft that is en route to Boston shipped her rudder and went on the beach a few miles south of Muskegon Monday last. She will receive repairs and proceed on her way again.

SCHOONER CHALLENGE SEIZED.

The schr Challenge, of Racine, was sold at Drogheda, Ireland, on the 2d or 3d of July. She was seized last March, upon a bottomry bond, given before leaving Quebec. The seizure was made late in February or early in March, the interval between the seizure and sale having been occupied in pushing the case through the courts. The Challenge was sailed by Capt. James Barry, of Racine.

COMING BACK.

A telegram from Gloucester, England, announces that the canal schr Mary L. Higgie had left that port for Swansea, Wales, to get a cargo of coal for Quebec at 7 shillings per ton. With favorable winds she will be on this side of the Atlantic again in less than three weeks.

EFFECT OF THE RAILROAD TROUBLE.

Should the present embargo on railroad transportation continue longer, large shipments of freight will be made via the lakes, and vessel-owners will probably get higher rates, thus verifying the adage about the ill wind, etc.

NAVIGATION NOTES.

CHICAGO.—That catamaran was at Milwaukee Saturday, and ought to be here to-day.... It is rumored that Engelmann is negotiating for the purchase of the prop Norman to run on the route between Milwaukee and Detroit.... The props Skylark and Trader now form a daily line between this port and St. Joe.... The stmr John Sherman made the run from Chicago to Milwaukee, Friday last, in six hours and ten minutes. Quick time.... Capt. L. M. Person, of the schr Ferguson, is in the Marine Hospital, for treatment of a broken shoulder and several ribs, received from a fall down a hatchway.... The bark Hemisphere has been sold to Dennis and James Maguire, of Quebec, by James Considine, of this city, for $4,000 in gold and the assumption of repair bills amounting to $7,000, making the price $11,000.... Capt. John Green, of the tug Rebel, is lying in a precarious condition at his house, No. 109 Canalport avenue, from the effects of indam mation of the bowels. Yesterday fears were entertained that he could not survive.... The prop City of Duluth has arrived from Lake Superior with a good cargo and a full complement of passengers. She leaves again to-morrow evening. Her log is crowded out for lack of space.

OTHER PORTS.—Erie Canal boatmen now get 5c on corn.... A Court of Maritime Jurisdiction has been established in the Province of Ontario, with Kenneth Mackenzie as Judge, at Toronto.... Vessels entering Oswego harbor should take notice that the beacon for the old light has been moved northward and now stands 15 feet from the end of the North Pier, instead of 30 feet as formerly. The light will be continued in it until the iron structure now building shall be finished.

PORT OF CHICAGO.

The following were the arrivals and clearances for the twenty-four hours ending at 10 o'clock last night:

ARRIVALS—Props Messenger, Benton Harbor, excursion; M. Groh, Manistee, sundries; City of Duluth, Duluth, sundries; Charles Reitz, Manistee, sundries; Fountain City, Buffalo, sundries; Philadelphia, Buffalo, sundries; New Era, Grand Haven, towing; Leland, Ludington, lumber; C. Campbell, Ludington, lumber; Messenger, Benton Harbor, sundries; Trader, Benton Harbor, sundries; Riverside, South Haven, sundries; Lawrence, Ogdensburg, sundries; George Dunbar, Muskegon, sundries; J. H. Owen, Escanaba, iron ore; Vanderbilt, Buffalo, sundries; Fayette, Green Bay, sundries. Stmrs Corona, St. Jo; Sheboygan, Manitowoc, sundries; Muskegon, Muskegon, sundries. Schrs Pathfinder, Cleveland, coal; News Boy, Bay City, lumber; L. W. Perry, Cheboygan, lumber; S. P. Wilson, South Haven, sundries; A. Mosher, Menominee, lumber; Lizzie Doak, St. Joe, sundries; Moselle, Traverse City, lumber; Drover, Muskegon, bark; Reciprocity, Menominee, posts; Contest, Muskegon, lumber; Madison, Grand Haven, bark; C. L. Johnston, Muskegon, lumber; E. M. Portch, Ludington, wood; Cuba, Traverse Bay, bark; Great Western, Saginaw, lumber; Mount Vernon, Pentwater, bark; Planet, Portage Lake, bark; E. Corning, Buffalo, coal; Pilot, Muskegon, lumber; Jessie Linn, Escanaba, iron ore; John Miner, Traverse Bay, wood; Belle Brown, Little Traverse, bark; Andrew Jackson, Manistee, lumber; C. C. Trowbridge, Green Bay, bark; Ella Ellinwood, White Lake, lumber; Mal. N. H. Ferry, Grand Haven, lumber; Windsor, Manistee, lumber; Glad Tidings, Manistee, lumber; John Mark, Manistee, lumber; Florence Lester, Manistee, lumber; Watertown, Oswego, coal; J. G. Masten, Erie, coal; Kate Bruce, Cleveland, coal; Radical, Charlevoix, bark; Myrtie, Manistee, lumber; Winnie Wing, Muskegon, lumber; Milwaukee Belle, Manistee, lumber; Mary Hale, Escanaba, lumber; Theo. Perry, Escanaba, lumber; B. F. Wade, Green Bay, wood; Frank Crawford, Pensaukee, lumber; S. W. Sage, Oswego, coal; W. H. Dunham, Frankfort, lumber; Evaline, Traverse, Bay wood; Joseph Dresden, Ludington, bark; Hungarian, Cleveland, coal; Ebenezer, Fox Island, sundries; Collingwood, Grand Traverse, bark; R. Doud, Racine, light; R. J. Skidmore, Pentwater, lumber; Industry, Ahnapee, posts; Jessie Phillips, Manistee, lumber; Graham Bros., Chamber Island, sundries; Commerce, Menominee, lumber; Harriet Ann, White Lake, wood; J. B. Penfield, Grand Traverse, bark; Ethan Allen, Menominee, lumber; Richard Mott, Oconto, lumber; City of Woodstock, Sturgeon Bay, lumber; D. A. Wells, Sac Bay, fish; Two Fannies, Escanaba Island, ore; J. Hoyt, Milwaukee, light; C. K. Dixon, Grindstone City, stone; City of Grand Haven, Grand Haven, lumber; Potomac, Masonville, ties; Ataunto, Muskegon, lumber; C. O. D., Muskegon, lumber; City of Grand Rapids, Muskegon, lumber; O. F. Allen, Grand Haven, lumber; scow Moses Gage, Pine River, bark.

CLEARANCES—Schr Mary E. Cook, Hamlin, 6 brls pork, 12 brls beef, and sundries; stmr Sheboygan, Manitowoc, sundries; stmr Muskegon, Muskegon, 19 brls pork and sundries; stmr Corona, St. Joe, 6 brls flour and sundries; prop Messenger, Benton Harbor, sundries; prop Tempest, White Lake, sundries; prop G. B. Heath, Saugatuck, sundries; schr William Bates, Grand Haven, 45 bags feed and sundries; schr G. L. Wrenn, Goderich, 14,830 bu corn; schr L. A. Burton, Goderich, 14,278 bu corn; schr Eliza Gerlach, Buffalo, 18,470 bu corn; prop Oneida, Buffalo, 22,801 bu corn, 1,800 brls flour, and sundries; prop Alaska, Erie, 50,000 bu corn; schr D. E. Bailey, Buffalo, 47,000 bu corn; schr R. C. Crawford, Buffalo, 19,000 bu corn; prop Trader, Benton Harbor, sundries; prop Montgomery, Port Huron, 32,253 bu corn and sundries; schr L. Van Valkenburg, Buffalo, 20,600 bu corn; schr J. I. Case, Buffalo, 51,080 bu corn; schr Camden, Buffalo, 48,000 bu corn; schr C. D. Barnes, Buffalo, 37,000 bu corn; schr Richard Winslow, Buffalo, 60,000 bu corn; schr Millard Fillmore, Buffalo, 18,840 bu corn; prop Newburg, Buffalo, 42,000 bu corn, 700 brls flour; schr J. B. Wilbur, Buffalo, 26,250 bu corn; schr Lake Forest, Buffalo, 22,000 bu corn; schr Vermont, Muskegon, 350 bu corn, 350 bu oats, 15 brls flour; schr Peshtigo, Buffalo, 29,104 bu corn; schr Scotia, Buffalo, 59,037 bu corn.

AMUSEMENTS.

THOMAS SUMMER-NIGHT CONCERTS

THEO. THOMAS

LAST WEEK but one.

Exposition Building EVERY NIGHT. 25 and 50 cts.

TO-NIGHT Second Request Programme, when the most popular selections, repetition of which has been requested, will be performed, and the brilliant Pianist,

Mme. Eugenie de Roode Rice

will, by request, give Chopin's E minor Concerto.

Mr. S. ETLINGER

kindly repeating his Zither Solo.

TO-MORROW—5th SYMPHONY NIGHT, Schubert's Grand Symphony in C, known as "THE HEAVENLY SYMPHONY," will be given.

WEDNESDAY Programme Illustrating Dance Music, including the Ballet, Promenade, and Ball-Room, making a BALL-ROOM NIGHT.

THURSDAY—Wagner Night, when the GREATEST WAGNERIAN TENOR in America, engaged expressly for this occasion,

ALEX. H. BISCHOFF,

will sing selections from Wagner's grandest works.

FRIDAY—7th COMPOSER'S NIGHT. ITALIAN NIGHT.

SATURDAY—6th People's Programme OF POPULAR GEMS.

MATINEE 2 P. M. Saturday, for ladies, children, and suburban residents. Carpenter & Sheldon, Managers.

TABERNACLE.

REV. JOSEPH COOK.

Reserved Seats, 25 and 50c, ready TO-DAY, For his Lecture Tuesday Evening.

SUBJECT: "Ultimate America."

Sale of tickets commences at 8 o'clock THIS MORNING at Farwell Hall, 148 Madison-st.

ADELPHI THEATRE.

J. H. HAVERLY, Proprietor and Manager.

Every Night this Week. All Ladies' Nights! All Ladies' Nights!! Return of the Favorites. Chicago's Established Success. Thoroughly strengthened throughout with Greater Stars and Attractions than ever.

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Over Half a Hundred of the Picked Minstrel Artists of the Country. The great End Men, GEO. THATCHER and GEO. WILSON. The fine Minstrel Stars, WELCH and RICE. Gov. Add. Ryman, Billy Rice, and other acknowledged Favorites. ☞ Remember all that is new for a first-class Minstrel entertainment is introduced in these performances. Wednesday and Saturday Matinees at 2:30.

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Great Company, from the Union Square Theatre, New York, in the superb Play,

THE DANICHEFFS.

"The best actors in America are engaged in its representation, and the appointments of every description are complete. It is the most interesting play that has been seen in this city for years."—Chicago Tribune. Matinees Wednesday and Saturday.

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WILL REOPEN AUG. 20

With a Splendid Company. J. H. SUITS.

TWENTY-THIRD-ST. GROUNDS.

BASE BALL.

INDIANAPOLIS vs. CHICAGO

Saturday and Monday, July 21 and 23.

EXCURSION.

The Steamer JOHN SHERMAN for Waukegan, from Clark street bridge, at 8:30 a. m., Tuesday, July 24. Arrive in Chicago at 6 p. m. Swiss Bell-Ringers on board. Fare, round trip, $1.

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[ORIGINAL.]

BEAUTY:

OR, THE

Secret of a Fair Face

A Romance of Reality—The Devices of the Queens of Society—How Plain Features are Made Attractive, and the Blemishes of Nature are Hidden by the Witchery of Art—An Interesting Revelation.

In our climate, and owing to American modes of life, not one woman possesses that best boon of nature—a fair complexion; a gift without which there can be no real beauty.

There is no use of repining, because it is so. The sensible thing, under the circumstances, is to see how the defect may be overcome.

Clearly, in this matter, Art must be called upon to supply what Nature has denied.

Does a fair reader ask, How?

To reveal that very secret is the purpose of this article.

"What can't be cured need not be endured," in this case. An adroit chemist, named Hagan, has provided an infallible means of making the plainest face radiant, and of overcoming all the defects which, without his invention, often make life a long martyrdom to ladies of society. Mr. Hagan's

Magnolia Balm

is certainly one of the most marvelous and useful products of modern science. The united testimony of thousands of ladies reveals the fact that the MAGNOLIA BALM is a sure device for creating a pure and blooming complexion.

It conceals all natural blemishes in the most surprising and effective manner.

It removes all roughness, eruptions, redness, blotches, freckles, and tan, with magical power.

It drives away all evidences of fatigue and excitement.

It makes the plainest face beautiful.

It gives the complexion a dazzling purity, and makes the neck, face, and arms appear graceful, rotund, and plump.

It makes a matron of 35 or 40 look not more than 20 years old, and changes the rustic maiden into a cultivated city belle.

The Magnolia Balm removes all blemishes and conceals every drawback to beauty; and, while it is as harmless as water, it is so life-like in its effects that the closest observer cannot detect its use.

Ladies who value personal attractions, and who hope to make themselves attractive to the lords of creation, can make an absolute certainty of it by using Hagan's MAGNOLIA BALM; and we know of no other way, if they require any kind of cosmetic at all, in which they can be certain of it. It is the cheapest preparation in the world, all things considered, and may be had at any drug store.

GOOD GOOD NEWS NEWS NEWS FOR THE BALD BALD BALD AND GRAY GRAY GRAY GRAY

Beware of sticky, filthy, muddy compounds, in covered or opaque bottles, called Hair "Restorers," etc. They only paint and daub the hair for the time; and they are poisons likely to breed paralysis and brain diseases.

Turn from them with loathing, and treat your hair with the pure, clean restorative,—LYON'S KATHAIRON. This reliable old preparation does not paint the hair and finally destroy it, but brings it back to new life by nature's own process. The Kathairon costs only 50 cents for a large bottle.

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This school is designed to give the best and most thorough preparation for college. The past year there have been ten teachers, all of ability and experience, and one hundred and fifty pupils.

There is a preparatory class in English studies and French for boys from ten to fourteen years of age.

The Academy boarding-house is under the entire charge of the resident teachers, and boys receive careful supervision and attention.

For catalogues and circulars address the Master.

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of Northwestern University, Evanston, and University of Chicago. Judge Henry Booth, Dean. Tuition, $50 per year. Fall term begins September 12. For catalogue address UNION COLLEGE OF LAW, Chicago, Ill.

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CHESTER, Pa., opens SEPT. 12th. Location healthful; grounds ample; buildings commodious. Thorough instruction in CIVIL ENGINEERING, the CLASSICS, and ENGLISH. Careful supervision of Cadets. For circulars apply to JEWETT J. WILCOX, Esq., Tremont House, or Col. THEO. HYATT, President.

CHICAGO FEMALE COLLEGE,

MORGAN PARK, NEAR CHICAGO.

The Fall Session of this Institution will commence on Tuesday, Sept. 11, 1877. For particulars, address the President, G. THAYER, Chicago Female College, Morgan Park, Cook Co., Ill., or at 77 Madison-st., Chicago.

HOWLAND SCHOOL,

For Advanced Education of Young Women, at UNION SPRINGS on Cayuga Lake. Central N. Y. 14th year—1876-7. Especially attractive as a homelike institution. Preparatory and collegiate departments. Send for circular. President—HENRY HARTSHORNE, M.D., A.M. Vice-President—M. ANNA WYTHE.

MORGAN PARK MILITARY ACADEMY.

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HENRY T. WRIGHT, A. M., } Principals.

The best Academy for boys in the Northwest. Prepares for any college or for business. Location attractive and elevated. Fifteen acres of ground. Session begins Sept. 6, 1877. Send for catalogue to Capt. ED. N. KIRK TALCOTT, Morgan Park, Cook Co., Ill.

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For Young Ladies and Misses, Reopens Thursday, Sept. 20. Board, and tuition in Latin, English, and French, per annum, $400. French is the language of the family. MADAME D'HERVILLY, Principal.

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Prepares its graduates for commanding positions in common and scientific pursuits. Twenty-second year begins Sept. 11, 1877. C. B. METCALF, A. M., Supt.

SWARTHMORE COLLEGE, FOR BOTH SEXES: under care of Friends. All expenses covered by $350 a year. F. H. MAGILL, President, Swarthmore, Pa.

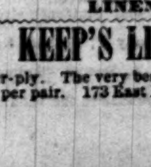
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Four-ply. The very best; $1.50 per half doz., or 25c per pair. 173 East Madison-st.

PROPOSALS.

MAIL MESSENGER AND TRANSFER SERVICE, CHICAGO, ILL.

POST-OFFICE DEPARTMENT, } WASHINGTON, June 9, 1877. }

Route No. 23,475.

Proposals will be received at the Contract Office of this Department until 3 p. m. of July 23, 1877 (to be decided on or before July 31), for carrying the mails of the United States between the Post-Office in the City of Chicago and the railroad stations, and between the several stations where transfer service is required, from Oct. 1, 1877, to June 30, 1879.

The attention of bidders is called to the 253d section of the act of June 23, 1874, which requires that "bidders upon every mail route for the transportation of the mails upon the same, where the annual compensation for the service on such route at the time exceeds the sum of $5,000, shall accompany their bids with a certified check or draft, payable to the order of the Postmaster General, upon some solvent National Bank, which check or draft shall not be less than 5 per centum of the amount of the annual pay on said route at the time such bid is made," which in this case is $13,400 per annum.

The following schedule shows the mail messenger and transfer service now required at Chicago as nearly as it can be stated, but bidders must inform themselves of the amount and character of the service, and the accepted bidder under this advertisement will be required to perform, without additional compensation, any and all new or additional service not herein mentioned, that may be necessary when his contract goes into operation, or that may become necessary during the term of the contract, whether to and between depots and landings now established, or those which may be hereafter established. Bids must be made with this distinct understanding, and must name the amount per annum for the whole service; and not by the trip. There will be no diminution of compensation on account of the discontinuance of such portions of the service as may become unnecessary during the contract term, but deductions will be made for neglect of duty.

It is required that the wagons employed in the performance of the service shall be built with platform gearings, front wheels to turn under the body; closed body, which shall be built from bed or sills paneled to the height of an ordinary wagon body; above to be built of plain wood, panel set off with molding, lined with canvas, with covered roof. The height of the centre of the roof clear above the floor of the wagon shall be not less than four and a half feet in single wagons, or six and one-quarter feet in double wagons. The rear shall open below by gate to drop to a level with floor of the wagon, to fasten by means of a catch when shut; above, by doors hung on spring hinges, opening outward, so arranged that they shall shut tight against the gate and lock, and when unlocked shall spring open.

The double wagons in all cases, and the single wagons whenever the proper performance of the service requires it, shall have double doors in the side, extending from the paneled frame of the body to the drip of the roof. These doors shall be hung on spring hinges to open outward, so arranged that when unlocked they shall spring open. The doors shall open to a width in the clear of not less than two feet for single wagons and three feet for double wagons. On the front shall be seat for driver, with foot-board, trimmed and furnished in leather.

The wagons shall be kept painted and varnished in a thorough manner, and ornamented according to specifications, and shall be kept at all times in good order and appearance.

Full particulars as to style and construction of wagons may be obtained on application to the Postmaster at Chicago, or to the Second Assistant Postmaster General, Washington, D. C.

When mails are carried in the night the wagon must be accompanied by at least one person besides the driver, as guard, both to be over the age of 16 years, of good moral character, who have taken the oath prescribed by law, and able to read and write the English language. The wagons, horses, drivers, and guards are to be at all times subject to the approval and control of the Postmaster, and the mails are to be taken from and delivered into the Post-Office and cars at such hours, under his directions, as will secure proper connections.

An extra wagon, with driver, ready for immediate use, must be kept at the Post-Office between the hours of 5 a. m. and 8 p. m., or at such other hours as the Postmaster may direct.

Each proposal must be accompanied by a bond, with two responsible sureties, (certified to be such by the Postmaster at an office of the first, second, or third class,) who shall guarantee that the bidder shall, if his bid be accepted, enter into contract, with good and sufficient sureties, within the time prescribed herein, for the faithful performance of the service. The contracts must be executed and returned to the Department by Sept. 1, 1877.

In case of failure of the accepted bidder to execute a contract, or of the abandonment of the service during the contract term, the service will be re-let at the expense of the failing bidder or contractor.

Bidders are requested to use the printed forms of proposals furnished by the Department, which may be obtained at the Post-Office in the City of Chicago, and to apply at that office for information in regard to the service and its requirements.

Proposals should be sealed, superscribed "Proposals for Mail Messenger and Transfer Service, Chicago, Illinois," and addressed to the Second Assistant Postmaster-General, Post-Office Department, Washington, D. C.

D. M. KEY, Postmaster-General.

SCHEDULE OF SERVICE NOW REQUIRED.

Railroad Company.	Location of Depot.	Distance from Post-Office to Depot. Rods	No. of trips per week from Post-Office to Depot.	No. of trips per week from Depot to Post-Office.
Chicago, Rock Island & Pacific	Van Buren & LaSalle streets	130	44	18
Lake Shore & Michigan Southern	Van Buren & LaSalle streets	130	43	30
Chi. & N. W., Dixon Air Line Div.	Wells and Kinzie streets	285	44	18
Chi. & N. W., Freeport Line Div.	Wells and Kinzie streets	285	26	18
Chi. & N. W., Milwaukee Div.	Canal and Kinzie streets	374	30	24
Chi. & N. W., Wisconsin Div.	Canal and Kinzie streets	374	25	30
Chicago & Iowa	Foot of Lake street	223	16	12
Chicago, Burlington & Quincy	Foot of Lake street	223	51	24
Illinois Central Branch	Foot of Lake street	223	25	18
Cin., Lafayette & Chicago	Foot of Lake street	223	26	18
Michigan Central	Foot of Lake street	223	37	15
Chicago, Mil. & St. Paul	Canal and Madison streets	159	51	30
Pitts., Fort Wayne & Chicago	Canal and Madison streets	159	24	18
Chicago & Alton	Canal and Madison streets	159	25	18
Chicago, Danville & Vincennes	Carroll and Jefferson streets	366	19	12
Pittsburg, Cincinnati & St. Louis	Carroll and Jefferson streets	366	18	12
Baltimore & Ohio	Exposition Building	123	13	13
Chicago, Pekin & Southwestern	Canal and Madison streets	159	6	6
Chicago & Pacific	Larrabee and Chicago avenue	640	[illegible]	6

TRANSFER SERVICE.

From—	To—	Distance from station to station. Rods.	No. of trips per week.
Pittsburg, Fort Wayne & Chicago	Chicago & N. W., Dixon Division	278	18
Lake Shore & Michigan Southern	Chicago & N. W., Dixon Division	310	6
Lake Shore & Michigan Southern	Chicago & N. W., Freeport Division	310	6
Lake Shore & Michigan Southern	Chicago & N. W., Milwaukee Division	283	6
Lake Shore & Michigan Southern	Chicago & N. W., Wisconsin Division	283	6
Lake Shore & Michigan Southern	Chicago, Milwaukee & St. Paul	232	12
Lake Shore & Michigan Southern	Chicago & Alton	232	12
Lake Shore & Michigan Southern	Chicago, Burlington & Quincy	320	12
Michigan Central	Chicago & Iowa	300	6
Michigan Central	Chicago & N. W., Wisconsin Division	283	6
Michigan Central	Chicago & N. W., Dixon Division	258	6
Cincinnati, Lafayette & Chicago	Chicago & N. W., Freeport Division	258	6
Baltimore & Ohio	Chicago, Milwaukee & St. Paul	339	6
Baltimore & Ohio	Illinois Central		
Chicago & N. W.	Michigan Central	115	6
Chicago & N. W., Mil. Division	Chicago, Burlington & Quincy		
Chicago & N. W., Mil. Division	Chicago, Laf. & Chicago		
Chicago & N. W., Mil. Division	Chicago, Burlington & Quincy	383	6
Chicago & N. W., Dixon Division	Chicago & Iowa		
Chicago & N. W., Dixon Division	Lake Shore & Mich. Southern	318	1
Chicago & N. W., Dixon Division	Pitts., Fort Wayne & Chicago	278	1

The transfer service to include the conveyance of all cases of Post-Office supplies arriving for transit through the city.

Bond required with bid, $14,000; check, $670.

D. M. KEY, Postmaster General.

MAIL STATION SERVICE, CHICAGO, ILL.

POST-OFFICE DEPARTMENT, } WASHINGTON, June 9, 1877. }

Proposals will be received at the Contract Office of this Department until 3 o'clock p. m. of July 20, 1877, (to be decided on or before July 31), for carrying the mails of the United States from Oct. 1, 1877, to June 30, 1879, in the City of Chicago, as herein specified. Route No. 23,476.

From Chicago Post-Office to Branch Office at West Division Station, 1¼ miles and back, forty-three trips per week.

From Chicago Post-Office to Branch Office at North Division Station, 1¼ miles and back, thirty-one trips per week.

From Chicago Post-Office to Branch Office at Southwest Station, 3¼ miles and back, twenty-five trips per week.

From Chicago Post-Office to Branch Office at South Division Station, 3 miles and back, twenty-five trips per week.

From West Division Station to Branch Office at Northwest Station, 2 miles and back, nineteen trips per week.

From Chicago Post-Office to Branch Office at Northwest Station, 3¼ miles and back, six trips per week.

The service to be performed with wagons of style and construction designated in the advertisement for Mail Messenger and Transfer Service (Route No. 23,475, accompanying this), for single wagons, and at such hours as the Postmaster at Chicago shall designate.

All of the wagons to be in charge of drivers above the age of 16 years, of good moral character, who have taken the oath prescribed by law, and are able to read and write the English language.

It is to be understood and agreed that any increase in the service which may be rendered necessary by the removal to other localities of any of the above-named Stations, or by any other cause, may be ordered by the Postmaster-General, and shall be paid for pro rata; and also that compensation pro rata shall be deducted in case of decrease in said service caused by any such removal or by the discontinuance of any of said Stations.

In case of the failure of the accepted bidder to execute a contract, or of the abandonment of the service during the contract term, the service will be relet at the expense of the failing bidder or contractor.

The contracts shall be executed and returned to the Department by or before Sept. 1, 1877, otherwise the accepted bidder will be considered as having failed, and the Postmaster-General may proceed to contract for the service with other parties according to law.

Proposals should be sealed and superscribed "Proposals for Mail Station Service, Chicago, Illinois," and addressed "Second Assistant Postmaster-General, Post-Office Department, Washington, D. C."

Bond required with bid, $10,000; check, $500.

D. M. KEY, Postmaster-General.

MISCELLANEOUS.

Mr. H. MAHLER, 16 rue de la Grange, Batelière, Paris, is sole agent for this paper in France.

BLUE BOXES Dr. Francke's Genuine Health Grains. Aperitive, purgative, and depurative. Every real box a counterfeit. Leroy, 31 Rue Nouve des Petits Champs, Paris.

6 O'CLOCK A. M.

The Very Latest News.

CALM.

Peace Comes at Last to the Distracted and Disfigured City.

Pittsburg Again Under the Full Control of the Authorities.

The Appearance Presented by the Ruins in the Burnt District.

Awful Results of the Clash of Force and Fury.

The Horrible List of Killed and Wounded in the Emeute.

PITTSBURG.

THANK GOD!

Special Dispatch to The Tribune.

REASON AND LAW RESUMED THEIR SWAY.

PITTSBURG, Pa., July 23,—3:40 a. m.—The [illegible] has disappeared. There are no people on the streets. Everything is quiet as usual. The police are holding the fort, and express their ability to preserve order. It is a happy change, a thrice-blessed release from the grasp of a demon which had well-nigh strangled this community. There will be rejoicing when the people awake in the morning and find themselves masters of the city.

IN THE RUINS.

THE NARRATIVE CONTINUED.

Special Dispatch to The Tribune.

PITTSBURG, Pa., July 23.—It is said that the man who applied the torch to the car containing glass in the Pan-Handle yard, near the tunnel, poured kerosene oil upon the straw before lighting it; hence the reason of the car igniting so rapidly. As soon as the grain elevator was announced to be on fire, people began to flock to the scene, as it was considered that this building would make an imposing fire, and the sight was an appalling one. There was a great deal of grain in the bins, and the loss must therefore be very heavy. At 5:45 the tall, stately building was tottering under the crackling flames, and it was expected the adjoining property

WOULD BE SWEPT AWAY.

The fire at the grain elevator started shortly after 5 o'clock, and raged with great fury, burning for over three hours. Chief-of-Police Evans made an effort to throw water into it as soon as he discovered the smoke issuing from the top, but a man of the mob placed a revolver at his head, and told him if he ordered the engines to throw a drop of water he would

SHOOT HIM DEAD.

No water was thrown except on the houses opposite on Liberty street, which were saved by the most superhuman efforts of the firemen of Pittsburg and Allegheny. The fire was very hot, and, when the slate began to fall off, the blaze shot out on all sides and a small panic occurred on Liberty street. We could not learn whether any one was injured or not, but there were a great many women badly frightened if they were not hurt.

The immense brick smoke-stack of the elevator furnace is still standing, though it is expected it will fall during the night. The elevator fire, which resulted from the application of the torch to the property of the Pan-Handle Railroad Company,

INVOLVES VERY HEAVY LOSS.

It was erected at great cost, was very extensive, and contained a great deal of grain. Two cars filled with grain in front of the elevator were also destroyed. The loss has not been estimated, but there is partial insurance. The property of the Pan-Handle Railroad Company destroyed consisted of the platform, engine-house, machine-shops, and the ice-house, the latter of which has just been erected. These buildings were located next to Faber street, and caught from the Union Depot when burning. Next the bridge spanning Washington street fell, the dispatcher's office on Washington street

WAS DEVOURED,

and about this time the flames had burst from the loaded cars alongside the loading and receiving platforms. Next to Fountain street and Seventh, about fifty cars of freight of a miscellaneous character were burned. The freight consisted of glass, flour, beer, whisky, etc., and the stiff breeze which sprung up at this time made the flames furious, so that the wheels and iron-work was the only thing left of the cars.

The freight station, receiving and delivering, Adams express office, and emigrant station were burned, together with the general office of the Company, the latter a brick structure standing on Seventh avenue, next to the tunnel which passes under the city. There were

NO PAN-HANDLE ENGINES BURNED

so far as could be ascertained. There are never many at this end of the line over Sunday, and what few were on the siding were run to the south side and were saved.

There is a strike on this line, and it was given out that 200 men would assemble at Mansfield at 7 p. m. from the city last night to

STOP ALL TRAINS.

That action will hardly be necessary, as it is not likely any trains will be run until the difficulty is amicably adjusted.

The loss to the Pan-Handle Road will be heavy, but not nearly so great as to the Pennsylvania Railroad, which will be gazed upon as a desolation and wreck to-day. From the elevator building to Lawrenceville, distance two miles from the fire on the Pan-Handle Railroad, directly resulted the fires which rendered so many poor families homeless. In the triangle bounded by Washington, Bedford street, and Seventh avenue there are a number of frame as well as brick dwellings, and for the most part these

ARE TOTALLY DESTROYED.

The fire had no sooner spread to these than the orders were given to have the engines go to Bedford avenue. This was accomplished by a call on the big bell from Box 85 at the corner of Washington street and Wylie avenue. The strikers and mob assisted to get the engines up, and otherwise lent their aid to the suppression of the fire when it reached private property, and frequently announced they did not intend to destroy any dwellings or business houses.

By the fire on the hill district the sufferers were Clemens' saloon, corner of Seventh avenue and Fountain street, damage by water; frame adjoining, damage by water; Kober's cooper-shop and dwelling, on Fountain street, both completely burned, a large lot of staves in front of the shop burning until late last night. Mr. Kober refused to state his loss, but says

HE IS INSURED.

James McKibben's stables, on Fountain street, adjoining the cooper shop. The horses and wagons were all removed to a place of safety. Loss very heavy on building and contents, consisting of hay. No insurance.

A row of bricks owned by Robert Watson, of Spencer, McKay & Co. There are twelve houses in all, some of them having been completed less than a year ago, and were unoccupied. They were very badly burned, saving those fronting on Washington street, which are only partially destroyed.

It was impossible to obtain a list of occupants, as there are two or three courts in the building. Mr. Watson's loss will amount to a considerable sum, but he is insured. On the

OPPOSITE SIDE OF WASHINGTON STREET

a chair factory, carried on by a German named Hesk, was burned. No information as to loss or insurance could be obtained.

Fergis Baker's dwelling, a frame, was totally destroyed. Baker is a blacksmith, and was employed by the Company, who owned the house. William J. Weirs' blacksmith shop, brick, was totally destroyed; fully insured.

John Devlin's saloon, damaged by water; F. Cooke's cigar-store, damaged by water.

Small stables, wash-houses, etc., on Clay alley were burned. Fifteen or twenty small frame houses owned by the Company, and occupied by very poor people, were

ENTIRELY DESTROYED,

the whole street having been laid low. The occupants saved their little all. In one house there were two families in a house.

The back part of Joseph Hastings' building on Beford avenue; loss not very heavy; fully insured. House of Mr. Martin, slightly damaged in the back part, next to Fountain street. House of Andrew Mulholland, occupied by John Hervey. It is burned on the outside. Mr. M. is fully insured.

The wreck and devastation of the great Pennsylvania Railroad lays between Lawrenceville and the grain elevator building, and what was a magnificent railway with a network of tracks, elegant depot buildings, etc., less than twenty-four hours ago, is

NOW A WASTE.

When the strike occurred trains were halted between Twenty-eighth street and Lawrenceville, between the outer depot and Twenty-eighth street, and from the Union Depot to the outer depot, the various tracks, excepting those used as the main roadway and the Pan-Handle track, being filled with freight cars. One car after another was fired, until last night at 10 o'clock only four two-dumps, one gondola, and one eight-wheeler coal-cars filled, remained out of the 2,400 or 2,500 which had accumulated between the yard and Lawrenceville during the strike. These cars included every species of freight-car from all of the various lines and one coal train, the car referred to being part of it. This train was the last to take fire, and had scarcely been fairly started when the hotel building was burned. There were

SIX HUNDRED CARS

between Twenty-eighth street and Lawrenceville, 250 of them being loaded oil-cars. On the tracks between there and the yards there were about 1,200 cars, and the remainder were in the yard just east of the Union Depot Hotel. The first car was fired, not with the intention of causing an extensive conflagration, but in order to run it into the round-house, for the purpose of driving out the Philadelphia military. The effort failed, and then commenced the destruction, car after car, and as many as six at a time, being cut loose and dropped down the grade into the burning wreck. The burning commenced shortly before midnight, and was kept up all night, and at daybreak the destruction of other property was begun, reaching the climax last night. The roadway is entirely destroyed, as are the cars mentioned, with the exceptions noted, which were cut loose by citizens last night, and run down the track to

A PLACE OF SAFETY,

in order not to endanger the property on the opposite side of Liberty street. The coal already on fire makes a hot fire, and steamers are on hand playing upon the buildings endangered. Included in the valuable property destroyed are the round-houses, upper and lower machine-shops, car-shops, sand-house, General Superintendent's offices, and offices of the Transportation Department. These were totally destroyed, together with from 75 to 100 of

THE FINEST LOCOMOTIVE ENGINES

in the United States.

The fire also destroyed the office of Depot-Master Butler, at the east end of the platform sheds, and the Union Depot Hotel proper. The valuables were saved. All of the furniture fell a prey to the devouring element. The baggage-masters and express messengers saved all the matter of the kind in the building, and in the afternoon the scene at the express office on Fifth avenue was an animated one, the sidewalks having become covered with express matter in short order.

Nothing but the walls of the handsome hotel are standing.

It was

VALUED AT $200,000.

There was a train of freight-cars filled with merchandise in the old-metal yard, on Grant street. These cars were from the Pennsylvania Railroad, and were fired and entirely destroyed, as was also the brick office of the Pittsburg & Birmingham Railway Company at Grant and Liberty streets. The loss to the passenger railway will be about $2,000. It is estimated that the grain elevator building and contents was worth $275,000. It is partially insured, but in the excitement attendant upon the riot it was impossible to see railroad men or any others who could furnish definite information upon the subject. It is believed, and indeed the statement was made last evening, that the loss to the Pennsylvania Railroad Company will be $5,000,000.

THE LIST.

ITS FEARFUL LENGTH.

PITTSBURG, July 22.—The Philadelphia military are encamped on a hill about Claremont, on the north side of the Allegheny River, and about ten miles above the city. They are well fortified, and are in a position to defend themselves should occasion require it. The following are the killed, so far as known, of the Philadelphia military, to-day on their retreat from the round-house to their present position:

KILLED.

Corporal William Gilles, Company E.
Alexander Miller, Company H.
S. H. Hess, Company K.
George Stevenson, Company K.
Joseph Hennessy, Company I.
All of the Sixth Regiment.

WOUNDED.

Capt. McKnight, in the head; slightly.
Lieut. Ash, it is thought fatally; now lying at the United States Arsenal.
George M. Orr, drummer, First Regiment.
John B. Sloan, Company H, Sixth Regiment; bayonet wound in the hand.
Charles E. Glenworth, Company B, Sixth Regiment; shot in left arm.

The above are all the military known to be killed or wounded.

THE CAMP

was visited this evening with a view of getting a correct list, but the commanding officers would not furnish a list. The following are citizens killed and wounded, so far as known, commencing with those killed by the first firing of the military:

KILLED.

Jacob Dearmatt, engineer on the Pan-Handle.
John Long, brakeman on the Pennsylvania Railroad, residing at Bolivar.
Charles Fisher, 1044 Penn avenue.
Jacob Newbury, private, Company A, Nineteenth Regiment; lived at Etna; shot by the Philadelphia troops.
Samuel Long, laborer; lived in the Seventeenth Ward.
John Rhue, 18 years old, Tenth street.
William H. Ray, 19 years old, Sixteenth street; missing.
Sergt. F. Williams, Company F, Second Regiment.
John Taylor, Company A, Second Regiment; wounded in the arm.
W. Beal, Company E; wounded in the shoulder.
B. V. Caldwell, Color Sergeant; in the arm.
Samuel Furst; in the hip.
Al Wagner, Sixth Regiment; missing.
In addition, one of the military killed could not be ascertained.
Wagner, Fifth Ward.
Samuel Long, engineer, Pan Handle, lived out on the road.
William Castello Casson, South Side; peddler.
John Decamp, brakeman on the Pan-Handle; Liberty street, above Twelfth.
Benjamin Bemish.
William C. Bernard.
Samuel Cartwright.
William Wirt, cigar-dealer; lived on Thirty-seventh street.
Patrick Cowan, machinist, Westinghouse Air-Brake Works.
Dennis Carty, formerly janitor at Emerald Hall; lived on Diamond street.
J. R. Long, boy, 478 Liberty street.
Buy Buchanan, 12 years old; resided on Chauncy street.
Menorsville, child 1 year old, shot in the arms of its mother on the hill above Twenty-eighth street.
Sam Jameson, corner Twenty-third and Butler; plasterer.
William Gottschalk, saloon-keeper, corner Thirty-sixth and Butler, killed while standing at his cellar-door.
Nicholas Stopple, barber; lived on Smallman street, between Twenty-eighth and Twenty-ninth streets.
Kerr, brakeman on the Fort Wayne Road; lived on Irvin avenue, Allegheny.
John Enright, No. 1 Carson street, South Side; 30 years old; peddler.
James Sims, No. 52 Sixth avenue, 32 years old.
Anthony Wachter, Mulberry.

Besides the above, there are five men killed whose names could not be learned.

THE WOUNDED

are ascertained as follows:

Charles Beers; not seriously.
George Stomer, wounded in right elbow.
Jacob Newman, engineer, wounded in right elbow.
James Hoffinger; in the arm.
T. B. Lemon, of the Third Regiment Philadelphia Infantry, was sunstruck during the fire yesterday in citizen's clothes, and joined his command.
Isaac Jones, a boy, shot through the left cheek, the ball coming out back of his ear.
J. Edwin Scott, leg, below the knee; serious.
Patrick Mooney, shot in the shoulder; not dangerous.
George Erwin, left leg, below the knee.
Daniel Frederick, through the breast; serious.
George Stonner, conductor on the Pennsylvania Road; through the arm.
Hoddy Hughes; through the foot.
Samuel Boyd, left thigh; serious.
Mrs. Patterson, slight.
Mrs. Gormley, Liberty, left leg, below knee.
Mrs. Enright, in the breast; serious.
John Rugh, boy; through the head; mortal.
William Ranney, foot.
Pat Sheridan, leg; serious.
John T. Roll, shot in the head and eye; not expected to live.
Charles White, leg above the knee; serious.
William Wilden; through the wrist and in the heel.
Richard Allen; in the leg and arms.
William Robinson, private, Company F, Fourteenth Regiment; shot by the Philadelphia troops.
Mrs. E. Keeler, in the arm.
Daniel Williams, seriously.
Ed Jameson, mortally.
Son of A. L. Patterson, in the leg.
Egbert Becker, Company B, First Regiment, in the head with a stone.
Harry Shaw, Corporal, Company I, Sixth Regiment, through the abdomen; mortally.
William Bemond.
Wiccaco Logen, slightly in one arm.

ELSEWHERE.

AVERTED.

NO STRIKE.

CINCINNATI, July 22.—The authorities of the Cincinnati, Hamilton & Dayton Railroad have yielded to the demands of the men and avoided a strike on that line.

QUIET.

NO FEAR.

BALTIMORE, July 22.—All is quiet. The general opinion is that, with the revenue cutter Ewing at Locust Point, with her guns trained on the approaches to the Government bonded general warehouses and elevators, the regular troops, with the batteries stationed at various points, the Fifth and Sixth Regiments Maryland National Guards, 500 regular and 500 picked special police, the force is sufficient to suppress or speedily quell any violence of strikers or plundering mobs. There are already from 600 to 800 regular troops in the city.

NO RAILROAD MEN.

BALTIMORE, July 22.—It is stated to-night by authority that, among the 150 men of those arrested last night and lodged in the City Jail, there is not one railroad man.

AT MIDNIGHT.

BALTIMORE, July 22—Midnight.—At this hour the city is quieter than it has been since the beginning of the strike here, and the authorities apprehend no trouble to-night. During the day three trains left Camden Station for Washington, and at 4:30 the regular through train for the West departed. Western trains will run as usual to-morrow, and communication between here and Washington will be kept open.

CENTRAL PACIFIC.

CHANGED THEIR MIND.

SAN FRANCISCO, Cal., July 22.—Some time ago the Central Pacific Railroad Company made a reduction of 10 per cent on the wages of all employes, which went into effect June 1. It is now announced that the Company have rescinded the reduction, and will continue to pay full rates in silver.

Workingmen in this city held an informal meeting to-day, and adopted resolutions expressing sympathy with the Eastern strikers in their efforts to keep up the standard of wages, but deprecating all resort to violence.

CLEVELAND.

STOPPING ALL FREIGHT-TRAINS.

Special Dispatch to The Tribune.

CLEVELAND, O., July 22.—The strike has reached Cleveland, and the situation is regarded as grave. At 5 o'clock the men of the Lake Shore Road began stopping all freight-trains at Collingwood, five miles east of the city. The engines are taken off and run into the round-house. Trains are left on the side-tracks. The men demand the restoration of the 10 per cent reduction made in their wages the 1st of July, and will permit the passenger trains to run two days longer. If at that time their demands are not granted the passenger trains will also be stopped. The Chicago, Columbus, Cincinnati & Indianapolis Railroad has withdrawn all its freight-trains, and ordered local agents to receive no more freight until further orders.

THE MOST SERIOUS FEATURE

of the situation here is the stoppage imposed on all classes of manufacture. The celebrated Rolling Mill Company and Northern Ohio Iron Company have shut down all their mills and furnaces for want of fuel, cut off by the strike on the Pittsburg and other roads. The Standard Oil Company, manufacturing 6,000 barrels of petroleum per day, will stop on Monday for want of transportation. This, with the stopping of the Steel Works, will throw upon the streets a large body of workingmen. How serious the danger may become to-morrow can only be conjectured. The railroads will probably

MAKE NO RESISTANCE,

but will stop all trains, declining to run passenger trains by permission of their employes. There is no military here with which to resist a mob, but the Mayor will do his utmost, if need be, with the police. Women and children are flying in terror from the neighborhood of Collinwood, and it is reported that the strikers are burning freight trains.

COLUMBUS.

THE EMBARGO.

COLUMBUS, O., July 22.—The great railroad strike is still the theme of conversation on all sides, and every scrap of information on the subject is eagerly sought. So far this city is generally quiet. There is no visible evidence of a strike here. No freight trains were sent East to-day. It is said none will be sent. Pan-Handle freight trains run through Newark without stopping. All side-tracks east being full, it is considered useless to send on other trains, and business in the railway line is mainly at a standstill as to freight trains. There are suppressed rumors to the effect that trainmen of the Bee Line and Western Division of the Pan-Handle will leave their trains to-night, and the officials have given orders for no freights to be started before 8 o'clock to-morrow morning.

TROOPS.

Seven companies of the Third Regiment O. N. G. arrived in the city at 1 o'clock to-day, to await further orders. They aggregate 310 men. Other troops are also expected to-morrow. The remnant of United States troops at Columbus barracks left this afternoon at 4:40 by special train for Pittsburg, in accordance with orders from Washington. A train was made up in the yards of the Pan-Handle, Western Division, to-day, but was stopped by a number of men, most of them strangers, and not employes of the road. The coupling-pins were taken out. No further effort will be made to take trains out.

INCENDIARY SPEECHES.

COLUMBUS, O., July 22.—The Pan-Handle firemen and brakemen had a meeting at Goodale Park this afternoon, and decided to hold a meeting at the Union Depot to-night. The latter meeting was held, several thousand people being present. It was well understood before the meeting that the men had decided that no more freight trains should go out until the Company conceded their terms. Milton Spahn, of Milwaukee, one of the speakers, made an incendiary speech, saying this may not be the time, but the time may come, to use the knife and apply the torch to preserve the rights of the workingmen. These sentiments were loudly cheered by the crowd. Other speeches were made, but of a more conservative tone. The following preamble and resolutions were unanimously adopted:

WHEREAS, We, the employes of the Pittsburg, Cincinnati & St. Louis Railroad Company, have found, by terrible experience, that the present compensation is totally inadequate to provide the necessaries of life for ourselves and our families; therefore, be it

Resolved, That we do hereby most respectfully present the most lamentable state of affairs to the officers of said Railroad Company for their serious consideration, and, at the same time, request that the scale of wages be increased to correspond with wages during January, 1874. Be it further

Resolved, That we, firemen and brakemen, will not allow any freight trains to depart from Columbus, east or west, until our demands are complied with. Be it further

Resolved, That we sincerely hope it will not be necessary to resort to force to carry our point. Be it further

Resolved, That we ask that all employes participating in this strike be reinstated in their position after the strike is over; and, be it further

Resolved, That a copy of these resolutions be forwarded to General-Manager Caldwell.

SPIRIT OF THE MEETING.

The resolutions were presented to General-Manager Caldwell to-night.

The resolutions were received with loud applause.

Resolutions of sympathy were adopted by citizens present, promising material assistance in carrying on the strike.

The crowd dispersed without violence of any kind. The uncertainty attending the movement of passenger-trains over the Pennsylvania Road has induced the managers of the Pan-Handle Road to withdraw temporarily through tickets to all points east of Pittsburg.

The city is generally quiet.

TOLEDO.

QUIET BUT DETERMINED.

Special Dispatch to The Tribune.

TOLEDO, O., July 22.—The strike on the Lake Shore extended to this city this afternoon, but everything was done quietly, and there is but little excitement on the streets, although there is a profound feeling among the railroaders and workingmen generally. There are at least 1,500 railroaders in the city, though the various companies have done all they could to diminish the number by sending as many as possible out along the various lines. No special trouble is anticipated, and the strikers all express themselves ready to defend the Company's property against depredations.

INDIANAPOLIS.

A STORM GATHERING.

Special Dispatch to the Tribune.

INDIANAPOLIS, Ind., July 22.—It may be fairly stated that the great railroad strike has reached Indianapolis, though as yet the trainmen on most of the roads have not taken formal action. The city is wide awake at this hour, and meetings are being held of both the authorities and the railroad employes. The train from St. Louis to Pittsburg, via the Vandalia & Panhandle route, came through all right to Indianapolis, though at Effingham and other points firemen and brakemen were noticed in knots discussing the situation, and making eager demands, when the train arrived, for the papers from St. Louis, which could not be had, the supply being exhausted long before Effingham was reached. The train which reached Indianapolis at 5:30 was to leave at 6:10 for Pittsburg, but when the hour for starting came it was

DEEMED UNWISE TO MOVE OUT,

the announcement received of the destruction of ten companies of militia at the depot at Pittsburg being supplemented by rumors of trouble extending along the line to as far as Dennison. It is now asserted by the officials that the train will be started out with the mail at 4:30 in the morning. There has been, however, a private meeting held of trainmen, in which the Pan-Handle men are reported as participating, though they are not believed to have agreed to the strike, which is said to be

FIXED FOR 12 O'CLOCK.

At the same time information is received that the only other available route to Pittsburg, via the Bee Line, is likely to be closed, the Bee Line men having resolved to strike at once. As the case stands now, it seems likely that strikes will occur to-morrow on the Indianapolis & St. Louis, the Vandalia, and possibly the Pan-Handle lines. At a meeting of railroad officials held here to-night at the office of the Chief of Police, it was resolved to do for the present simply nothing. In case of the general strike, deemed inevitable, the proposition is not to attempt to run trains out of the city, thus throwing the responsibility of stopping all travel and traffic on the strikers, and at the same time

AVOIDING THE COLLISION

which would ensue were the strikers' places to be filled by new men. It is proposed also to run all railroad property into the round-houses here, guard the round-houses, and then to notify the General Government that as soon as sufficient aid is furnished an attempt will be made to resume trains. This course is rendered absolutely necessary by the situation. It is openly admitted by the authorities that they cannot hope to contend with the possible mob. The police force is insignificant, and the militia companies are not to be relied upon. Adjt.-Gen. Ruas stated this evening that not more than 5,000 men could be raised in the entire State. A new militia company just formed here is

COMPOSED LARGELY OF RAILROAD MEN,

certain to fraternize with the strikers, and the companies which could be called in from adjacent towns are believed to be equally unfit for the work required.

The statement that two companies of regular troops are to arrive here to-morrow for the St. Louis Arsenal is received with general satisfaction, as it is believed that regulars alone can

AWE THE EXCITED MOB

into an observance of the rights of property. The arms here, about 1,500 stand, were removed to-night from the arsenal, an insecure place, to the armory. It is to guard the arms that the two companies from St. Louis are called for. In addition to the stands of arms, there are two or three Gatling guns. Oddly enough, the great destruction accomplished by the mob in Pittsburg is looked upon by the railroad managers as likely to promote the immediate resumption of traffic as soon as the strikers are subdued, the burning of hundreds of engines and cars effectually removing the blockade.

A MEETING.

To the Western Associated Press.

INDIANAPOLIS, Ind., July 22.—Two or three hundred employes attended a meeting at the round-house of the Bee Line this morning. A committee made up of representatives of the various departments of the road was appointed to perfect a plan of action in accord with the manifesto of the Cleveland employes issued last night. The Committee was instructed to notify the men at the other end that they indorsed their demand for a readjustment of wages. This would increase the present salaries 20 per cent. A sub-committee was then appointed for conference with the officers of the road.

TRAINS

are moving as usual to-day, and no trouble is anticipated until the result of the conference is known.

On the Pan-Handle the regular passenger and freight trains arrived on time, but no freight trains have been sent out to-day. The regular night mail train was also abandoned.

On the Vandalia Railroad all regular trains arrived to-day.

RUMORS.

INDIANAPOLIS, July 22.—General Superintendent Staples does not anticipate any trouble, but there are rumors current that the men will strike to-morrow on the Indianapolis & St. Louis Road. A large meeting of employes was held to-day at Mattoon and Terre Haute, but their action has not been made public. On other roads trains have arrived on regular time, and no trouble is anticipated at present. General Manager Caldwell, of the Pan-Handle, telegraphs from Columbus that the railroad men are quiet, and there is no trouble on his line west of Pittsburg. Reports from Vincennes and Seymour, on the Ohio & Mississippi Road, say the men have all struck, and no trains are moving.

FORT WAYNE.

EVERYTHING IN THE HANDS OF THE MOB.

Special Dispatch to The Tribune.

FORT WAYNE, Ind., July 22.—Since the strike on the Pittsburg & Chicago Road was inaugurated here last evening, the strikers have had everything their own way. They have succeeded in preventing all efforts made by officials to move freight trains out of the city, but have offered no hindrance to passenger trains. They intimidated all who were willing to take their places, and pulled several persons off from the locomotives. Last night, the coupling-pins were pulled out from trains in the yard and carried away, thus disabling the trains completely. The telegraph wires were cut and the machinery of several engines tampered with. The Mayor issued a proclamation ordering the mob to disperse, but they paid no attention to it, and the police force were unable to scatter them. The railway yard is full of freight cars, a large number of which are loaded with perishable freight.

THE EXCITEMENT

has been intense all day, but no serious disturbances have occurred. All kinds of rumors are afloat to-night, the most generally credited of which is to the effect that a general strike will be inaugurated to-morrow on the Wabash Railway.

TRUE, TOO.

The strikers have just received a dispatch from Allegheny stating that negotiations for a compromise are in progress with the railroad officials. A secret meeting was called, which is now in progress. A committee was sent to Superintendent Gorham, who, it is stated, promised that no effort would be made to move freight trains to-night if the strikers would remain quiet until to-morrow.

JERSEY CITY.

TRAIN-MEN INTERVIEWED.

Special Dispatch to The Tribune.

NEW YORK, July 22.—About 150 engineers, brakemen, and firemen belonging to the Erie, Eastern Division, reside in Jersey City. A *Times* reporter had an interview among these men, who complain bitterly of the recent cut, but say they will not strike, unless their companions of the Susquehanna Division lead off. Most of the employes on the Eastern Division reside at Port Jervis, at which point trouble may be looked for in case the strike becomes general. The rates paid on the Erie since the reduction of the 1st inst. are: Engineers, $3.60 per trip; firemen, $2.10; and brakemen, $1.80. The trips include ninety miles of running

IN ALL SORTS OF WEATHER,

and frequent detention at both ends of the route. The average monthly wages of a freight engineer do not exceed $70 to $80 per month, while those of the brakemen and firemen range from $25 to $40. Trackmen are paid $1.12 per day. The men say the Company's assertion in regard to the small amount of freight carried is all moonshine. They declare that the Erie has never taken more freight out of Jersey City than during the present summer, and that if the earnings of the road were properly husbanded, there would be ample means to pay them fair wages.

CUMBERLAND.

CONFLICT OF AUTHORITY.

Special Dispatch to The Tribune.

WASHINGTON, D. C., July 22.—There was a difficulty to-day between Gen. French, commanding the United States forces, and Col. Sharpe, the Superintendent of Transportation on the Baltimore & Ohio Railroad. Gen. French desired to send a part of his force to Keyser, in West Virginia, to protect the trains there, and to distribute his force along the line more equally. Sharpe refused to furnish him the necessary transportation, probably fearing to start a train. French appealed to the Department here, and Sharpe telegraphed to his superiors in Baltimore. The difficulty was settled by Vice-President King telegraphing Col. Sharpe to cultivate the most friendly relations with the military authorities, and Hancock so advised the War Department.

NEW YORK CITY.

GREAT EXCITEMENT.

NEW YORK, July 23.—The greatest excitement has been caused in this city by the terrible accounts from Pittsburg. Erie officials say the strike is not extending along their line, and no violence has taken place. They are confident of getting their trains through Hornellsville and dispersing the strikers by to-morrow.

NO APPREHENSION.

Special Dispatch to The Tribune.

NEW YORK, July 22.—Crowds have gathered about the newspaper bulletins all day, but there is nothing amounting to either excitement or apprehension in the city. There is little prospect in any case of a disturbance here, even if the employes of the Central and Hudson River Roads strike, which is not anticipated. They mostly live at Greenbush, opposite Albany, and other points out. There is some Communistic talk indulged in, but only by those who would like to lead a Commune movement, and the citizens have no fear of the threats.

WISCONSIN.

MILWAUKEE.

Special Dispatch to The Tribune.

MILWAUKEE, July 22.—In an interview, Merrill, General Manager of the Chicago, Milwaukee & St. Paul Road, expresses no fears of a strike on his line. There has been no reduction of wages of firemen, brakemen, or conductors. Two weeks ago engineers' pay was reduced 20 cents a day. At a meeting of engineers to-day, it was concluded that the reduction be accepted. Rumors of the proposed strike on this road are not credited here. All employes are now working full time, and no local cause of complaint exists.

EAST ST. LOUIS, ILL.

A GREAT STRIKE.

ST. LOUIS, July 22.—The meeting called to be held at East St. Louis to-night met at Franhel's Hall at 8 o'clock, and was largely attended by the railroad men, and those directly interested in railroad affairs. The results of the meeting was that no freight trains will be permitted to leave East St. Louis after 12 o'clock to-night on the Ohio & Mississippi, Toledo & Wabash, Indianapolis & St. Louis, Vandalia Southern, Cairo Short Line, and the Narrow Gauge Railroad. A committee of one from each road was appointed to see that the action of the meeting was carried out. No mail, express, nor passenger is to be molested. A resolution was adopted asserting that none of the men will resume unless the wages prevailing prior to the panic are restored.

AT THE MEETING OF THE WORKINGMEN'S PARTY

this afternoon, it was stated that there were $1,000 in their Treasury, which will be given to aid the strike if necessary, and that if the strikers are attacked by the military they have 1,500 members who will assist in repelling them.

TROOPS.

ST. LOUIS, July 22.—Fifty dismounted cavalrymen, armed with carbines and two revolvers, came up from the Arsenal to-night, and went East by the Vandalia Road.

CONCESSION.

It is asserted to-night that the Union Depot & Transit Company have withdrawn their reduction of 10 per cent, and restored the former wages. Whether this will prevent the men from striking is a question which cannot be answered to-night.

SPRINGFIELD, ILL.

PRECAUTIONS.

Special Dispatch to The Tribune.

SPRINGFIELD, Ill., July 22.—Though there is happily no immediate prospect of the railroad strike extending to railroad operatives on the lines centering here, it has been deemed best by the Governor and Adjutant General to take the precaution to protect the State Arsenal against possible assault, should it be attempted. A detachment of the Springfield Battery and of the Governor's Guard have mounted guard to-night, and, with reliefs, will remain on duty at the Arsenal for the present. The armories are also guarded, and such further precautions have been taken as will tend to prevent any outbreak, and to increase the efficiency of the militia. Intense interest has prevailed all day, the *Journal* office being thronged, and a crowd hanging about the bulletin-board all day.

CINCINNATI.

MEETINGS.

CINCINNATI, O., July 22.—Affairs at Pittsburg have created intense excitement in this city to-day. Workingmen held a mass-meeting in Court street market space in the afternoon, and a crowd of 3,000 or 4,000 were addressed from three stands. At the stand where the speaking was in German, a Communist flag was displayed. Some speakers counseled moderation, while others were denounciative and threatening. All available militia in the city have been sent to Columbus.

THE ROADS.

The Ohio & Mississippi Road sent no trains to-night, but will make an effort to move freight trains at midnight. It is rumored that the Cincinnati, Hamilton & Dayton and Dayton Short Line men will strike to-morrow. The Little Miami sent no trains Eastward to-night, owing to the blockade at Pittsburg. All is quiet on the Marietta & Cincinnati and Indianapolis, Cincinnati & Lafayette Railroads, although a report is prevalent that the Local Board of the Brotherhood of Locomotive Engineers have ordered a general strike at noon to-morrow.

THE MAILS.

SERIOUS DETENTIONS.

Special Dispatch to The Tribune.

NEW YORK, July 22.—The obstruction to the mails is serious. The situation on the Baltimore & Ohio Railroad remains unchanged, that route being unavoidable for the United States mails. The mail cars are, and have been since Friday, blocked on the divisions of the Erie Road extending from Hornellsville to Dunkirk, and from Hornellsville to Buffalo. There is more or less trouble on the Erie Road as far east as Elmira, where there are lying 1,600 pounds of mail intended for the West. The most trouble experienced by the postal department occurred to-day at Pittsburg. No mail has been received or sent from that city. The trouble extends eastward to Harrisburg. Mr. Jackson, Mail Superintendent of this city of the divisions

AFFECTED BY THE STRIKE,

received a dispatch from Harrisburg to-night informing him that the mob refused to let the train which should have reached New York at 10:15 p. m., leave the depot. The train had a postal-car attached.

At Pittsbuag, the mails which could not be taken to the Post-Office are being stored in a warehouse until opportunity is offered for their transmission. Arrangements were completed to-day to send the mail for Altoona and all points west of that place, ordinarily sent by the Pennsylvania Road.

OVER THE NEW YORK CENTRAL.

Chief-Clerk Miller telegraphed from Hornellsville last night that he had a postal-car filled with matter ready to leave whenever the rioters would permit.

Postmaster James has advised the Boston postal authorities to send their Western mail via Albany instead of New York.

Supt. Toucey, of the New York Central Road, has been requested to furnish extra cars on the more important mail trains.

THE ARSENALS.

A CABINET MEETING.

WASHINGTON, July 22.—An order for the Powhattan and Swatora to come to Washington has been revoked, and they have been ordered to Baltimore, where they will arrive this evening or to-morrow morning. They have on board 560 men fully equipped. The Government has taken steps for the protection of the arsenals at Pittsburg and Indianapolis by ordering United States troops to these points. The troops for Pittsburg have been ordered from Columbus, O., and those for Indianapolis from St. Louis, Mo. It is reported in army circles that Gen. Sheridan has been ordered to Pittsburg, taking with him troops to operate in that city and vicinity.

A CABINET CONSULTATION

of two hours duration was held at the office of the Secretary of State this afternoon. Numerous dispatches, official and private, relative to the riots, were read, the members severally expressing their views on the situation. Adjutant-General Townsend was sent for, and questioned as to the number of available troops, the object being to distribute them to such points as may be necessary to guard public property, the navy to assist wherever practicable. Should the riots not be soon suppressed, the Government may resort to

EXTRAORDINARY MEASURES.

With that view, the Secretary of the Navy has given orders assigning the available force of sailors and marines under his control to the arsenals and other public buildings in various sections for protection to public property, and they are being moved as rapidly as possible from the points where they can be spared.

FOREIGN.

THE WAR.

RAPID WORK.

Special Dispatch to The Tribune.

LONDON, July 23—3 a. m.—A special correspondent at Bucharest telegraphs, under date of 10:30 o'clock last night, as follows: "I have just returned from the neighborhood of Rustchuk, and can say, from actual observation, that the place is completely surrounded, the Russians being on the Danube seven miles above and eight miles below the town, with a line of communications between these points, describing a radius to the southward, which cuts the main road to Rosgrad and the railway to Varna. The Turks still maintain their communication with the forts on the Islands of Pyrgos and Parapan, but the Russians have now changed front, and it matters to them very little how many guns there are in these forts. The Russians investing Rustchuk are

WELL PROVIDED WITH SUPPLIES AND AMMUNITION.

Indeed, their communications with their base of supplies on the north side of the Danube are now amply satisfactory. Whatever apathy the Russians may have affected to manifest heretofore, evidences are seen on every hand that from this day forward the campaign is to be actively prosecuted. There are reasons for this spirited policy which I am not at liberty to state, but which may be surmised.

THE CZAR

no longer manifests any impatience. The Grand Duke Nicholas appears more resolute and self-confident than he has since the troops crossed the Pruth. On my return from Tornova, where I remained until Thursday morning, I met at various points, and at Sistova, the four army corps which are going forward to reinforce the Russian main body at Tirnova. Reaching Sistova I fortunately found a body of cavalry setting out along the river road on the southern bank in the direction of Rustchuk, and joining them. I was able by dint of hard riding, to reach the Russian investing line, after which, risking a crossing in a small boat, and towing my horse behind, I gained the Giurgevo road on the north bank, and in a few hours was in that town, whence the railway is in constant operation to this city.

THE GENERAL IMPRESSION

is that an attempt will be made this week to carry a certain weak point in the defenses of Rustchuk by storm. Two divisions belonging to the four corps previously mentioned are at Sistova under orders to march at a moment's notice, and their destination, in my opinion, is Rustchuk."

RUSSIAN RESERVES.

BUCHAREST, July 22.—Large camps are being established by the Russians in Roumania, sufficient to accommodate 200,000 men. It would appear from these and other indications that they intend preparing for any future contingencies which may arise during a settlement of the Eastern question.

MEHEMET ALI

has left Constantinople for Shumla.

RUSTCHUK

is completely surrounded.

CANNON.

A Vienna correspondent states that the army corps in Dobrudscha has 330 cannon, among which are 80 pieces of heavy siege ordnance, intended for the investment of Shumla. A dispatch from Bucharest says it is reported a bridge has already been thrown across the Danube at Nikopolis.

CRETE.

Two Cretan chiefs, in fear of being arrested by Turkish authorities, have taken to the mountains with some followers. Four Christian deputies for Sphakia have joined them.

PRESIDENT HAYES.

THE GERMAN PRESS.

Special Dispatch to The Tribune.

NEW YORK, July 23—3 a. m.—A Berlin correspondent telegraphs that the German papers, in reviewing the Administration of President Hayes, unanimously approve his policy.

THE WAIF.

ITS SAFE ARRIVAL.

LONDON, July 22.—The whale boat New Bedford, which made the daring voyage across the Atlantic, arrived at Mount's Bay, Cornwall, Saturday night. Capt. Crapo and his wife landed at Penzance this morning. They encountered three gales, lost some of their clothing, and were obliged to lie to for fifteen days. Capt. Crapo's left hand is nearly useless through constant steering. He and his wife intend proceeding to London in the New Bedford on Monday.

OCEAN STEAMSHIP NEWS.

NEW YORK, July 22.—Arrived, steamers City of Richmond and Egypt, from Liverpool; W. A. Scholten, from Rotterdam; and Gen. Warder, from Bremen.

LONDON, July 22.—The steamships Pomerania, from New York, and Sarmatian, from Quebec, have arrived out.

QUEENSTOWN, July 22.—Arrived, the steamship City of Chester, from New York.

QUEENSTOWN, July 22.—Arrived, the steamship Adriatic from New York.

The late Centennial Exposition was a marvelous illustration of the world's finest and costliest products. We don't need, however, to go to such great fairs to learn of the progress of the age. One example like that of *Andrews' Bazar*—a magazine devoted to illustrations of dress, as well as to literature and art—is full of eloquence. Send to Cincinnati for a specimen copy, worth 10 cents.

DEATHS.

OWENS—Peter, infant son of Michael and Mary Owens, aged 2 years 1 month 2 days, July 22, 1877.

Funeral Monday, July 23, from residence, No. 18 Joseph-st., by carriages to Calvary Cemetery.

ENNIS—July 1, 1877, Theresa, daughter of John and Mary Ennis, aged 7 weeks.

Funeral to-day at 10 a. m. from 643 Chicago-av. to Calvary.

HOFFMAN—At Kankakee, Ill., Sunday, July 22, 1877, John G. Hoffman, aged 17 years 8 months, son of W. D. and Carrie M. Hoffman, of this city. Notice of funeral hereafter.

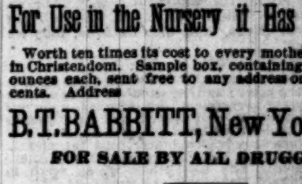
MEDICAL.

Schenck's Sea Weed Tonic.

In the atmosphere experienced here during the summer months, the lethargy produced by the heat takes away the desire for wholesome food, and frequent perspirations reduce bodily energy, particularly those suffering from the effects of debilitating diseases. In order to keep a natural healthful activity in the system we must resort to artificial means. For this purpose Schenck's Sea Weed Tonic is very effectual. A few doses will create an appetite and give fresh vigor to the enervated body. For dyspepsia, it is invaluable. Many eminent physicians have doubted whether dyspepsia can be permanently cured by the drugs which are generally employed for that purpose. The Sea Weed Tonic in its nature is totally different from such drugs. It contains no corrosive minerals or acids; in fact, it assists the regular operations of nature, and supplies her deficiencies. The tonic in its nature so much resembles the gastric juice that it is almost identical with that fluid. The gastric juice is the natural solvent which, in a healthy condition of the body, causes the food to be digested; and when this juice is not excreted in sufficient quantities, indigestion, with all its distressing symptoms, follow. The Sea Weed Tonic performs the duty of the gastric juice when the latter is deficient. Schenck's Sea Weed Tonic sold by all druggists.

BABBITT'S TOILET SOAP.

BABBITT'S TOILET SOAP.



Unrivaled for the Toilet and the Bath. No artificial and deceptive odors to cover common and deleterious ingredients. After years of scientific experiment the manufacturer of B. T. Babbitt's Best Soap has perfected, and now offers to the public The FINEST TOILET SOAP in the World. *Only the purest Vegetable Oils used in its manufacture.*

For Use in the Nursery it Has No Equal.

Worth ten times its cost to every mother and family in Christendom. Sample box, containing 3 cakes of 6 ounces each, sent free to any address on receipt of 75 cents. Address

B. T. BABBITT, New York City.

FOR SALE BY ALL DRUGGISTS.

A PERFECT TOILET SOAP.

First among the requisites of the toilet is a good article of Soap, but to procure it is not always an easy matter. Many of the most expensive Soaps in the market are made from coarse and deleterious materials, and their delicate coloring and fragrant perfume too often conceal the most repulsive impurities. The disclosures recently made public regarding this subject are positively startling, and deserve serious consideration. Scented Soaps are now known to be extremely objectionable, especially if applied to the head; injuring the hair, irritating the scalp, and inducing severe headaches. The character of the ingredients may be inferred from the statement of a gentleman who makes the scenting of Soaps his business; he recently declared that persons engaged in this employment were short-lived; from seven to ten years being the longest period during which the occupation could be followed.

The difficulty of procuring a perfectly pure article of Toilet Soap is at last obviated, however, thanks to the enterprise and chemical skill of Mr. B. T. BABBITT, of New York, the world-renowned Soap Manufacturer, whose immense establishment is by far the largest of its kind in the United States. The renown of Mr. BABBITT's various productions has for many years been widely disseminated, but this latest success is the appropriate crown to the numerous victories already achieved.

After years of patient labor and scientific experiment, Mr. BABBITT has succeeded in perfecting the composition of the finest toilet soap ever introduced. The principal ingredients are the purest vegetable oils; the manufacturing processes are entirely new and original, and the result is simply unparalleled in this department of industry.

"B. T. BABBITT'S TOILET SOAP" is the trade-mark by which this elegant toilet luxury is designated, and for application to the delicate skin of infants, children, and ladies, it is altogether unequaled in its emollient properties. The Soap is *not perfumed*, the ingredients being of such absolute purity as to require no aid from chemistry to disguise inferior materials. The most refined taste considers the absence of artificial perfume the perfection of sweetness, and the peculiar characteristic of B. T. Babbitt's Toilet Soap renders it the most healthful and agreeable article of the kind ever manufactured.

Though specially desirable for the use of ladies and children, this soap is equally appropriate for gentlemen's toilet, and as it makes a heavy lather it is also one of the finest soaps for barbers' use. It is just being placed upon the market, but the demand for it will soon become general.—*New York Tribune.*

B. T. BABBITT, New York City.

SHIRTS.

Keep's Patent Partly Made Dress Shirts.

The very best, 6 for $6; can be finished by any one competent to sew a straight seam. Half the usual cost saved. 173 East Madison-st.

OIL STOVES.

BEST IN THE World

The Adams & Westlake Wire Gauze Non-Explosive OIL STOVE.

Its construction renders it ABSOLUTELY NON-EXPLOSIVE and, therefore, THE ONLY SAFE OIL STOVE, under any and all circumstances, in the market. Indorsed as such by A. A. Lambert, Professor of Chemistry, St. Ignatius College, and M. Benner, Fire-Marshal of Chicago. THE ONLY Oil Stove on which BAKING and another operation can be performed at the same time on a single stove. Manufactured by The Adams & Westlake Mfg. Co., Chicago. AGENTS WANTED EVERYWHERE. Send for Illustrated Circulars and Terms to Agents, or call and see the Stoves in operation, at

INGERSOLL BROS.,
44 Clark-st., Chicago.

CONFECTIONERY.

CANDY CELEBRATED throughout the Union—expressed to all parts. 1 lb and upward at 25, 40, 60c per lb. Address orders GUNTHER, Confectioner, Chicago.

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By ELISON, POMEROY & CO.,
Auctioneers, 78 and 80 Randolph-st.

For TUESDAY MORNING, July 24, at 9:30 o'cl'k,

FURNITURE,

Carpets, and General Household Goods. Also at 10 o'clock, an invoice 3 cases Miscellaneous Dry Goods and Notions.

ELISON, POMEROY & CO., Auctrs.

WM. A. BUTTERS & CO.
Commission Auctioneers, 118 and 120 Wabash-av.

BUTTERS' WEDNESDAY SALE.
JULY 25, AT 9:30 O'CLOCK A. M.
WHITE AND YELLOW WARE,
Glassware, Oil Cloths, Carpets, Wines, Liquors, &c.
At their salesrooms, 118 & 120 Wabash-av.

BUTTERS' THURSDAY TRADE SALE.
DRY GOODS, WOOLENS, CLOTHING,
THURSDAY MORNING, July 26, at 9:30 o'clock,
At Butters & Co.'s Auction Rooms, second floor.
Merchants will always find salable goods at these sales.

BUTTERS & CO.'S REGULAR SATURDAY SALE
HOUSEHOLD GOODS
SATURDAY MORNING at 9:30 o'clock, at 118 and 120 Wabash-av., N. E. cor. Madison-st.

RADDIN & CLAPP,
83 & 85 Wabash-av.,
Will sell without reserve, at Public Auction,
TUESDAY, July 24, 1877,
300 CASES
BOOTS & SHOES
Sale to commence at 10 o'clock.